

# Sea

## AND PACIFIC MOTOR BOAT



**KIT BOATS—EVERYBODY'S BUILDING 'EM  
EGG YOLKS AND HOG YOKES IN THE HONOLULU RACE  
A FEW MARINE KINKS**

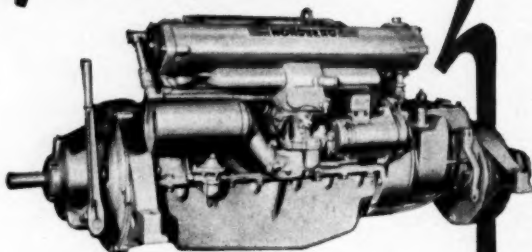
# 41 features

that make

## NORDBERG

Gasoline Marine Engines

# your Best Buy



COMPARE these 41 Nordberg features with any other gasoline engine in the marine field . . . and you'll see why Nordberg Gasoline Marine Engines are your *best buy*—bar none. These 41 features add up to peak performance, maximum operating economy, and low maintenance . . . all the plus values you want from your marine engine.

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For full details, write for BULLETIN 193.

**NORDBERG MFG. CO.**  
Milwaukee, Wisconsin

1. Seven main bearing crankshaft—less load per bearing—for long life and low maintenance.
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3. Trouble-free water pump—gearless\*, single shaft—easily maintained.
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7. Jet cooled exhaust valve seats for controlled heat dissipation and prolonged valve life.
8. Rotated valves (KNIGHT and BULLET)—increases valve life.
9. S.M.I.N. approved air intake silencer.\*
10. Oil cooler—automatically controls oil temperature.
11. No belts to adjust—all accessories gear driven.
12. Fully-enclosed flywheel.\*
13. Oil filter—replaceable cartridge type.\*
14. STA-NU-TRAL clutch—positive neutral.\*
15. Reduction gears—force feed lubrication—available in four most popular ratios—all designed and built by Nordberg.
16. All engines built for ready installation of optional equipment—no machining required.
17. Hydraulically-operated Paragon reverse and reduction gears optional in comparable ratios at no extra cost.\*
18. Stainless steel ignition wire—no corrosion.
19. Six volt electrical equipment is standard; 12 volt available optionally.
20. Built-in auxiliary pulley drive optional on all models.
21. New clutch pulley for auxiliary driven equipment, optional. 180° twist of handle instantly disengages auxiliary driven equipment, eliminates need of taking V-belt off of sheave by hand.
22. Low cost Twin-Disc front end clutch power takeoff optional—crank jaws included.
23. Single or double flywheel pulley optional.
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25. Extra heavy flywheel assures continuous, smooth operation at low speed.
26. Reduction gears can be offset up or down.
27. Attractive, indirectly lighted instrument panel.\*
28. Clean engine lines—no "plumber's dream".
29. Cylinders and cylinder head—electric furnace chrome-nickel grey iron with full length water jackets.
30. Crankshaft—statically and dynamically balanced. Drilled for force feed lubrication.
31. Main and connecting rod bearings—full precision, shell type.
32. Pistons—aluminum alloy.
33. Valves—inlet—chrome nickel steel. Exhaust—Austinitic steel.
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35. Oil pump—gear type, providing pressure lubrication to all crankshaft, camshaft, accessory and water pump drive shafts, auxiliary drive shaft, and reverse and reduction gears. Suction is fitted with large Floa-type screen.
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39. Thermostat—140° for salt water operation, 170° for fresh water operation optional.
40. 46-page operators manual included with every engine.
41. Service available in all marine localities.

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- BUT VOTE



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# Sea and Pacific Motor Boat



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—Photograph by Williamson Studios

This is the ultimate to every cruising man: A comfortable boat of most any size or type, a crew of congenial people and a beautiful quiet cove like this. The perfect setting of this picture is only one of thousands to be found in the Pacific Northwest.

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## BIG BOATS INCREASING

ONCE more it has been demonstrated that prophecy is dangerous! Ever since the end of the war we have been hearing over and over again that the big yacht is doomed. Most of the conventional prophets have added that it is a good thing for the sport, as they'd rather see a great many small craft than a few big ones. This repetition has made all of us believe the big ones are on their way out. Consequently, it will come as a shock to you, as it did to me, to find "it ain't so." The big boats, both power and sail, are decidedly on the increase. A pretty big percentage of those of the power boat "sex" are converted government jobs, such as ARB's, YMS's, PT's, sub-chasers, etc. You don't see many new big steel Diesel cruisers like those built before the war, but you do see an increasing fleet of these steel fellows coming out of hiding. The big windjammers are also of pre-war vintage, but they are becoming actually numerous, at least on this coast. I am using the term big to include anything over 60 feet.

Now, you may be one of those who said it would be a good thing if these big packets were to slip into the past, but I'll bet a hat you never believed it, away down in that corner of your mind where your emotional equipment is kept. I know I have listened to the unthinking remark many times without taking issue with it, but inside I have been riled. We don't want all our boats to be small, or large, or medium in size; we need all sizes and types in order to keep the sport balanced, interesting and dynamic.

Send your mind back to the graceful clipper bow and the generally sweet lines of the old-time steam yacht! Many of the later Diesel craft were of the same type. On this coast we had the *Casiana*, the *Sultana*, the black *Haida* of about 1930 vintage and many others. Don't tell me you could ever wish such beauties to become extinct, any more than you would enjoy the passing of such lovely creations as *Enchantress*, *Invader*, *Ramona*.

Buying or building a boat is not a business proposition and never will be; it is emotion pure and simple. No matter how impractical these great wonderful vessels may be, we shall all go on loving them just the same. May they continue to increase! I for one am delighted that there are still people able to keep them.



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TYRONE 3-5000

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OYSTER HARVESTER "ROWE"  
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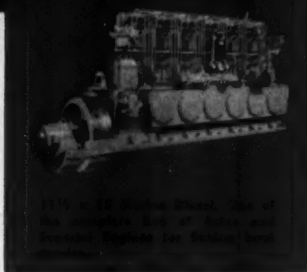


The modern oyster harvester "Rowe" is a convert from military supply service. Re-fitted with suction dredging equipment she can harvest 1,000 bushels per hour and carry 3,000 bushels in her hold.

This powerful vessel, owned and operated by H. C. Rowe & Company of New Haven, Connecticut, is propelled by twin Atlas Diesels—320 h.p. each. In continuous heavy-duty service since they first went to sea in 1947, these efficient 4-cycle Atlas Marine Engines are now proving their versatility in the highly specialized business of oyster cultivating and harvesting.

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See Chris Craft Page 7

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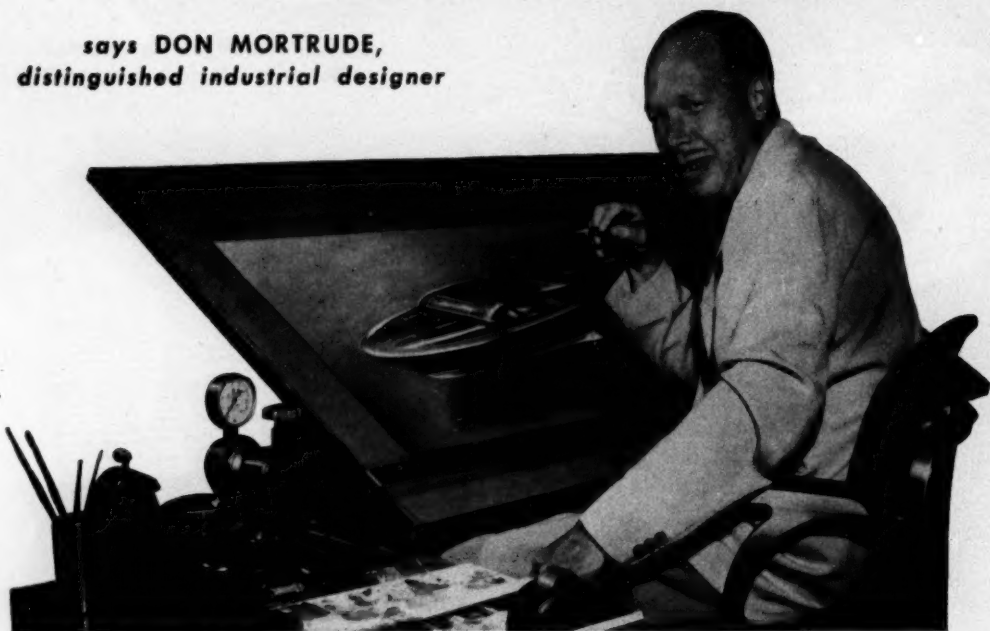
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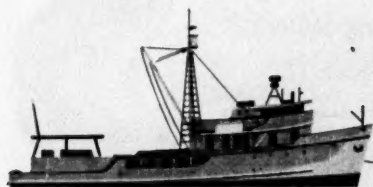
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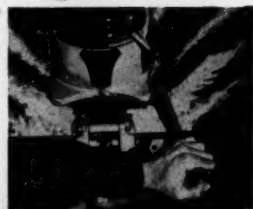
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OCTOBER, 1952

SEA and PACIFIC MOTOR BOAT

11



# ANNOUNCING...

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DISTRIBUTOR FOR NORTHERN CALIFORNIA

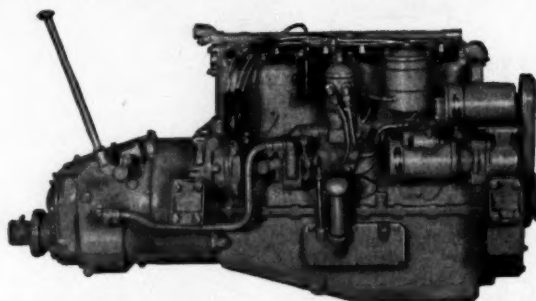
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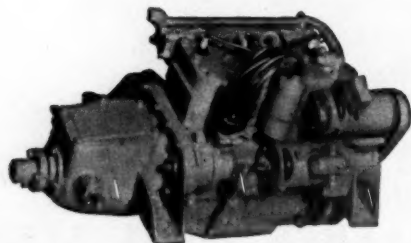
Thomson Machine Works Co., one of the oldest engine distributors and marine equipment and supply firms in California, is proud that they have been chosen to sell, service, and install KERMATH marine engines in Northern California.

KERMATH manufactures the world's widest range of strictly marine engines, covering all power and speed requirements. No matter what your needs—from 5 to 580-hp.—you'll find a KERMATH engine that's made-to-order for your particular needs.

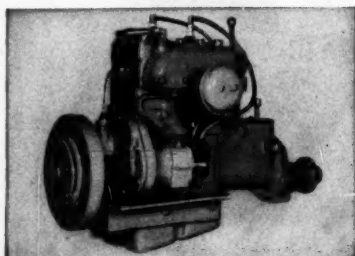
Thomson Machine Works Co. has a complete stock of KERMATH engine parts and a representative display of new KERMATH engines. Come in and see us today!



Sea-Prince develops 100-hp. at 3600-rpm. Other engines in this series are Sea-Rever, with 130-hp. at 3000-rpm., and Sea-Mate Special, 160-hp. at 3000-rpm.



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Light in weight, power-packed, designed exclusively for small boats, the Sea-Twin with its two cylinders develops 16-hp. at 3000-rpm.



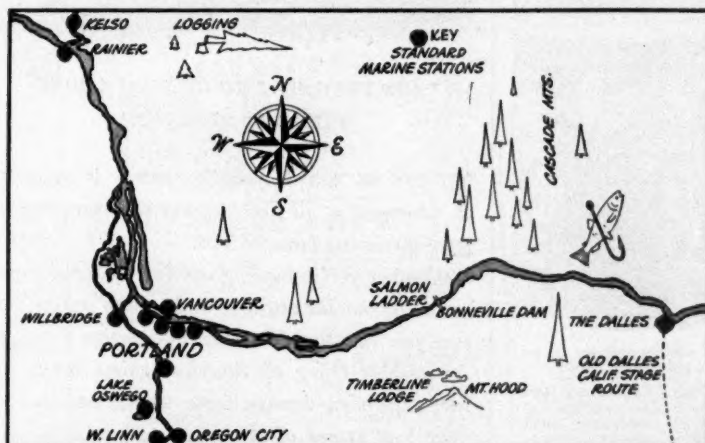


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AM—Is there a doctor around?

NC—In distress, help

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### HOW'S YOUR N.L.Q.?

**Fiddler's Green**—seamen's heaven

**shore up**—brace, or prop up

**Neptune's beard**—sea-weed

**Ask the cook**—reply to a foolish question

**Chevron Gasoline**—a high-performance gasoline that's just right for the kind of cruising you do. In B.C., ask for Standard Marine Gasoline.

\* Nautical Lingua Quotient

**SKIPPER SEZ**—When I visited San Francisco Yacht Harbor recently, I ran across William Ulfelder of San Francisco, and his 37-foot cruiser Cecilia V, pictured below. I was mighty pleased to learn that Skipper Ulfelder has been using Chevron Gasoline and RPM Motor Oils exclusively since 1935. He says: "These fine products have always given me excellent results. In all the years that I've used them in my boats,



I've never had a break-down or tow-in. I also like the service I get at Standard Marine Stations."

The Cecilia V is the 10th boat Skipper Ulfelder has owned and the fifth he's built. She has two 100-hp Chrysler Crown engines and is used mostly for sport fishing outside of San Francisco Bay.

You'll be wise to keep your lines neatly coiled down at all times. That way they'll not only give a ship-shape appearance but will always be ready when needed.



To cut operating costs on your diesel or heavy-duty gasoline engine, switch to one of the four RPM DELO Lubricating Oils. With one of these specially compounded oils aboard, your engine will run more smoothly, give you the extra power, require overhauling less often.

We're going to cruise the San Pedro Channel area of Southern California next month, and I'll have a few more ideas for smooth sailin'. Meanwhile, why don't you drop in and get acquainted at your friendly Standard Marine Station. There are 273 of them conveniently located from Mexico to Alaska. Be seen' you soon.

*Skipper*

Next Month: Skipper's Map of San Pedro Channel

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T.M. & CHEVRON—RPM—RPM DELO REG. U.S. PAT. OFF.

**SLOOP OWNER:**  
 "Cap'n Tom, what paint do you  
 use on the Tradewinds?"

**YACHT CAPTAIN:**  
 "Dulux Yacht White,"

**Mr. Coleman. It's the White That Stays White!"**



**COLEMAN:** "I've noticed how  
 shipshape the TRADE-  
 WINDS always looks. I  
 wondered if it was a pro-  
 fessional secret."

**CAPTAIN:** "DULUX is no se-  
 cret! It's easy to put on.  
 It flows out smooth and  
 covers every seam—gives  
 good hiding without  
 brush marks, dries hard  
 overnight. It sure takes  
 the headaches out of boat  
 painting."



**CAPTAIN:** "I've found that nothing  
 gives better-lasting gloss and plank  
 protection on the TRADE-  
 WINDS. Dulux stays clean, won't  
 soil from gases in fouled harbor  
 waters and stands up to salt spray  
 and burning sun. Would you like  
 to come aboard and look her over?"

**COLEMAN:** "You bet!"



**CAPTAIN:** "I see you took my tip on  
 DULUX last season."

**COLEMAN:** "Doesn't she look fine! Here  
 it is haul-out time and these  
 topsides are just as clean and bright  
 as they were when we put her in  
 the water. Repainting's going to  
 be a simple job next year."

**FREE BOOKLET:** "Painting Hand-  
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 with helpful information on keep-  
 ing your boat shipshape. For your  
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 Nemours & Co. (Inc.), Finishes  
 Division, Dept. P-10, Wilmington,  
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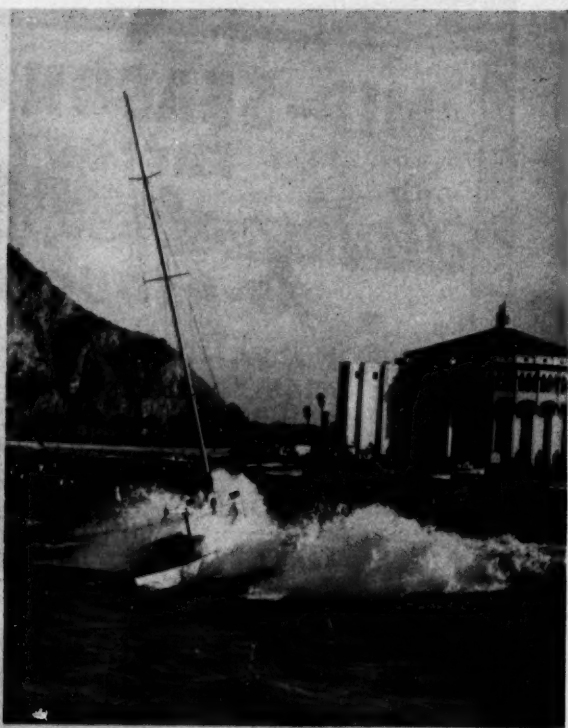
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## THAT WINTER SANTANA AT AVALON AGAIN!

*In our July number we ran a photograph of the 37-ft. sloop Tantalus riding out a Santana at Avalon. It was a thrilling picture. A sea was breaking right alongside and it made everybody wonder how the boat ever managed to ride it out. The owner of the Tantalus saw the photograph and sent us the rest of the pictures taken at the same time. We realized at once that the picture we had run was tame in comparison with the others, four of which are shown here. It is indeed remarkable that Tantalus managed to ride out the blow. Incidentally, we said in the July caption that the boat belonged to Dick Stewart. Actually, he sold her a couple of years before this incident.*



Even though she is a rather heavy cruising boat of ample beam, yet *Eventide* can set quite a respectable cloud of canvas on a reach, which accounts for her excellent showing in the Honolulu Race.

# EGG YOLKS and HOG YOKES in the HONOLULU RACE

By ESTHER J. NEWMARK

WHEN my "Wheel of Fortune" began spinning around it didn't slow down until some eight months later when the *Eventide* and crew were sailing across the starting line of the 1951 Honolulu Race. It didn't stop until we had finished the race, placing a modest third in Class C and fourth in the over-all fleet.

In that preliminary whirling period of eight months all the planning and preparation for such a voyage had to be resolved. Steve and I had always enjoyed a camaraderie anent the *Eventide* and we shared its pleasures and responsibilities together. This resulted in my assuming the Navigator's post, a job which I know Steve would have liked himself. It went without saying, being a girl, that I was also to be cook. The navigating was merely to add prestige to my seemingly lowly culinary role. Most everyone expressed surprise when Steve announced his ol' lady would be the Navigator, but they accepted quite as a matter of fact that she should "man" the galley. It was assumed that the navigating would be more difficult. Believe me, the cooking was by far the more difficult job. But to get back to our planning period, naturally, Steve was the skipper. His job was to line up crew, procure extra sails, change and add rigging, and take care of all the thousand and one things necessary to have our boat in tip-top shape to perform its best. My task was to plan adequate and palatable food for a crew of seven and brush up on my navigating. Eight months weren't any too long for either of us to do our work. I experimented endlessly



(Left) Every time a can was taken out of a locker it was marked in the "Used" column. This made it easy to determine what supplies would have to be replaced for the return voyage.

Right above: When she wasn't cooking, Esther became the Navigator. She certainly explodes the old belief that cooking is easier than navigation.

Navigation and cooking problems were worked out on the same table.







Our crew arrived at Honolulu looking starved and skinny, yet I can testify that they ate like Percherons. Left to right: Joe Jensen, John Homme, Don Buckner, Dr. John Dillon, myself, Hank Buckingham and Steve.

with canned and prepared foods, for we would have no refrigeration. By the time the menus and food necessary to complete such menus were worked out, Steve had drawn a diagram of the boat showing every available storage space. Each section was lettered or numbered. I had worked up a looseleaf notebook listing all supplies in categories, such as soups, meats, vegetables, etc., and for each category there were three headings: "Quantity," "Locker," "Used." When we loaded our stores, the number of cans placed in each locker space was written in the notebook, making it easy to find the food when assembling a meal. As supplies were consumed the quantity used was indicated under the "Used" column. The purpose of this was not only so that I would know when a certain item was no longer in a particular space, but so that when we restocked at Honolulu there would be no need to take inventory of what was left on board. It was only necessary to see how much had been used, and replace such items in proportion to our needs for the longer trip home. All but the fresh fruit and vegetables was stored four weeks prior to the start of the race. The remaining time was spent in studying charts, debating "should we, or should we not" try for the West End of Catalina, the "Bogeyman's Point" of ketch rigs, and general refreshing of our navigational problems with the help of Stew Robertson. I can't account for Steve's actions those last few weeks, for most of the time he was staring over my head, mumbling in his sleep about spinners and snatch blocks, and generally ignoring everyone not interested in THE race.

July 4th, our departure day, was a surprising one to me inasmuch as I had anticipated feeling intense excitement and nervousness. To the contrary, I felt inwardly calm and relaxed. The morning passed rapidly with ever so many people coming by to wish us luck and bringing last minute gifts. We received several bottles of champagne, brandy, rum, etc., as well as edibles in the line of cookies and candies. We took off with my bunk loaded to capacity since we had run out of space for stowage.

Two wonderful presents were: box lunches for each of the crew so that I could stay on deck to view all the activity. Each box had half a fried chicken, a nut bread cream cheese sandwich, a tomato already quartered and set

in its individual carton, and an individual salt shaker. The second of these two grand presents took care of dinner. There were two large five-pound rib roasts already cooked, two large jars of potato salad, and two tins of cookies. Thanks to thoughtful people, my first day was free from cooking.

We left the anchorage at 10:30 A.M., and motored to the outer harbor to survey the starting line, wind and sea. The light breeze gave little encouragement. We had finally made up our minds to try to make the west end of Catalina, a decision which had given Steve and me many sleepless nights and nightmares of being stranded off the west end of Catalina. As noon drew near, the Coast Guard cleared the starting area. Tension mounted with the ten-minute and five-minute guns, and as the seconds counted off, the contestants nudged toward the starting line. We had a good start, leaving some boats behind, which gave us needed encouragement. The wind was still light, and we made several tacks up the coast before we finally tacked just below White's Point and laid our course for the west end of Catalina. The haze limited visibility and the island was somewhere off our bow. Power boats kept scouting and running ahead to see how the boats were doing. Steve remained at the helm as he wanted to bring *Eventide* around that all important point of Catalina. We also held off dinner until we made that mark. At 1825 the west end was abeam, and we were congratulating ourselves on having done so well. We decided a celebration was in order so a bottle of champagne was opened, which we drank out of paper cups, and then ate dinner.

We numbered seven in our crew and the watches were from 12 to 6 and 6 to 12, three men on watch at all times. I stood no watch since I was both cook and navigator. Steve took the 12 to 6 watch and had Henry Buckingham and Joe Jensen as mates. John Homme was Captain of the 6 to 12 watch with Don Buckner and Dr. John Dillon assisting.

Having passed Catalina we felt we were actually on our way. That first day, a mental hazard, was over and I was especially happy that none of the anticipated nervous excitement and subsequent sickness had materialized. Be-

fore retiring I worked on the star chart and plotted a few sights for morning twilight. Left a note for Steve to awaken me if the stars were out, if overcast, to let me sleep a few minutes longer. I took one look at my bunk and wondered if I could ever get into it. I put as many tins of cookies on the floor as possible, packed the navigation books and papers under, around and behind my pillow, crammed the shelf full of charts and miscellany, unrolled my sleeping bag and climbed in.

The wind increased and as we were beating into it, the boat laid over and gave us a rough ride. We took big ones over bow and midship, and in spite of our "convertible" (the canvas hatch over the companionway) took several waves below. The water cascaded through the hatch like Niagara Falls. The bilges soon were full of water, a few seams started weeping, and all in all it was a very wet miserable night. Sleep? None for any of us that first hellish night!

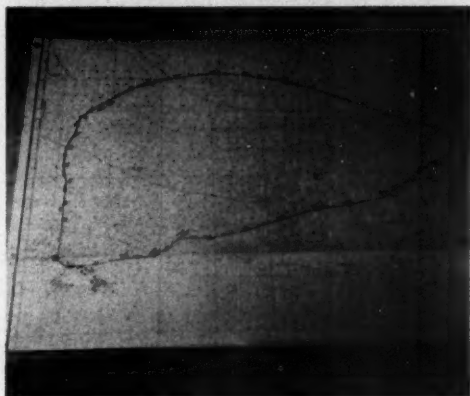
In the morning, July 5, the wind was still strong, the seas very rough, and the sky dullish gray. It was around 0530 when I got up, dressed, stuck my head out the hatch and saw Hank and Steve sitting there all bundled up in foulweather gear. Joe had been sick during the night. I called "Good Morning" and said something about starting breakfast. Hank said: "Nothing for me, I'm turning in as soon as the other watch comes on." Steve said he didn't want anything either! I was a bit surprised but went below saying I'd at least make coffee. I got the water boiling and made coffee—things were jumping all over the place—so much confusion. Suddenly I didn't feel like eating any breakfast—in fact I felt a little dizzy and decided to lie down on my bunk for a few minutes. That was the end! All that day and half of the next I was keeping company with mal de mer. A fine sea-going cook and navigator! Fortunately for me, during those first two days most of the crew were neither well nor hungry. Only John Homme, who can always eat, was so inclined and offered to fix his own breakfast. After attempting for two hours to scramble a dozen eggs, he gave them to two others who ate them and promptly became sick. None of this helped me and I finally made a hurried visit to the lee-rail. It was my first such experience and I did not enjoy it, but Steve said he was sure we weren't the only ones not feeling well, which proved so very true.

Early in the morning of July 6 we put up our spinaker. First, the heavy one, then the lighter one and we began to make knots! It was still overcast, in fact, it was overcast practically the entire first week. It was difficult obtaining sights and we worked mostly on DR. At this point I tried to make up on the cooking and gave the boys some decent meals. Also there was quite a mess to clean up from the first three days' rough going. We even found some squid and anchovies below! The bilges were full of water, and among the many things down there were our twenty-four dozen fresh eggs! The cartons were all soggy and I knew the eggs wouldn't keep in that condition so I worked a full day with my head in the bilge drying and wrapping each egg individually, and stowing them in any box, tin, or what-have-you I could find. Fortunately my efforts paid off, for none of the two hundred and eighty-eight eggs went bad. It took several days to catch up with myself and dispatch my duties with some semblance of efficiency.

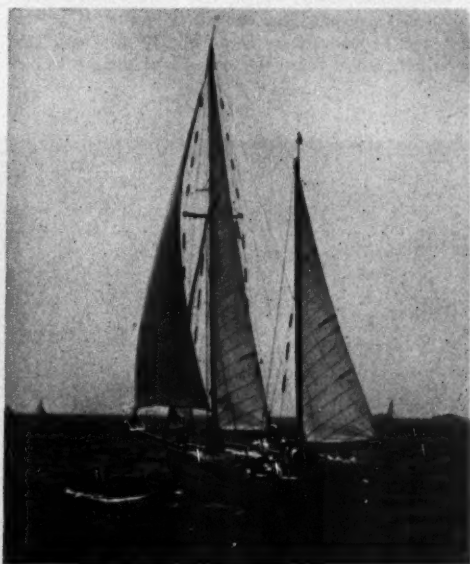
(To be Continued)



The grocery lists as described herein. Below: Our two tracks, from Los Angeles to Honolulu and the voyage home, as laid down on our chart, stretched to a respectable length of something like 5000 miles.



Eventide working out toward the West end of Catalina shortly after the start.



# KIT BOATS—Everybody's BUILDING 'EM

OUR civilization seems to have completed a cycle; from the pioneer days when most things were made at home to the period of having everything done by someone else. Now, once again, we're developing into a nation of craftsmen—and craftswomen.

Never before have there been such enormous increases in sales of power tools, handicraft materials, paint, lumber, hardware, floor covers, wallpaper—and boat kits—to the home craftsman. Manufacturers have been quick to recognize the change, and you can now get practically any kind of a craft you want in kit form.

Dozens of fine manufacturers will supply all the materials for the boat you choose, all cut to fit and crated ready for assembly. To find out just how the boat kit business operates, we went to the C. J. Hendry Co. who distribute Chris-Craft Boat Kits in the southwestern United States.

We were impressed with the logic of the boat kit idea. In building any boat, there is the time-consuming process of buying materials, the heavy work with bandsaw and other power equipment, and then the assembly, which takes the most time but which is also the most enjoyable. With boat kits, the manufacturer does the mass-buying and mass-production parts of the job, and the owner does the jobs that are most interesting, but also most costly to have done. The economy of having the basic parts of a boat mass-purchased and produced is shown by the number of local boatyards which find they can produce a boat for less by starting with kit parts.

Probably one of the biggest assets of the boat kit does not appear on the list of parts—and that is the design. Certainly few owners or naval architects could put the design time on one boat that goes into the plans for a boat that will be reproduced perhaps thousands of times.

The amateur builder wonders how much skill is required to build a kit boat, and the answer seems to be that even the 31-footers have been built by men who have never built a boat before. Of course, everything is worked

out with this in mind, and some of the difficult parts are assembled at the factory. Recessed-head screws and screwdrivers, glue, very complete directions, and other parts are furnished. In some models, the shipping crate serves as the building jig. The smaller models are comparatively simple—eight hours seem to be average for assembling the 8-ft. pram, ready for painting. Bob Lloyd of San Gabriel built an 18-ft. hull in 67 hours, and two professional builders finished the hull of a 31-footer in 10 days, without cabin. Time varies with the individual, and boat building is not fast in any event, but the dozens of boats we've seen are uniformly good looking, and the builders had no major difficulty in their construction.

Actually, thousands of Chris-Craft Kits have been built in C. J. Hendry's distribution territory of California, Arizona and Nevada alone. Stocks of the kits are carried in Hendry's stores at San Francisco, San Pedro, and San Diego. When one of the approximately 150 Chris-Craft Boat Kit dealers wants a boat kit for his stock, or for his customer, time is saved by shipping the kit from the nearest point. Information, prices, and details on the kits are also sent out from all three main stores at the rate of hundreds a month.

The first kit-boat, the 8-ft. pram, was actually introduced a little over two years ago, and the kits are now being made for 15 models up to a 31-foot express cruiser, and including a 13-foot duck boat and an 8-ft. sailing pram. Plans for additional models are under way, and particular emphasis will be placed on a new one-design centerboard sailing model. A survey is now under way to determine what class would be the most popular with the sailors. Suggestions should be addressed to Mr. William Adams, C. J. Hendry Co., 27 Main Street, San Francisco, Calif.

To give an idea of the wide variety and approximate cost of these kits available from one manufacturer, we have listed the Chris-Craft models with their present prices FOB Factory, Algonac, Mich.



Here's how Sande Gaskins (with hat) did it. H-m-m, instructions. It's a 14-footer.



Setting frames on the jig, which was part of the crate.



Breasthook goes in. Helper is looking out over the part stamped "left chine."

John Shaw of Hermosa Beach shows the framework of his 31-footer.

She begins to take shape when the sides are put on.

Nice work and a good fit on the bottom planking.





8' Pram .....	\$ 45
8' Sailing Pram .....	123
10' JU, AU, or BU racer.....	84
12' Runabout .....	118
13' Duck Boat .....	89
14' Fishing Skiff .....	121
14' Sportsman Runabout .....	139
14' Runabout .....	167
14' Deluxe Runabout .....	178
16' Deluxe Runabout .....	239
17' Speedboat Inboard .....	449
18' Outboard or Inboard Cruiser .....	595
21' Sport Cruiser .....	635
21' Cabin Cruiser .....	709
31' Double Cabin Cruiser .....	2070

But the Chris-Craft Corporation is not the only manufacturer of kits by any means. Several others in this business are going strong, and are selling at prices that are comparable to those given above.

Right here on the Pacific Coast we have the California Kit Boat Co., 742 So. Hill St., Los Angeles. This company builds not only regular kit type boats but has the famous Flying Fish Sailing Sport-a-bout boat, a sailing surf board. They have a complete line of outboard kit boats, 12 and 14 ft., two models of an 8-ft. sailing pram and they are the only firm to offer a laminated fibre glass kit. This kit can be used for any kit boat for home application. This company now is running three plants, at Los Angeles, Culver City and Newport Beach, making it the largest manufacturer of kit boats on the West Coast.

Also on the Pacific Coast is Ladd Built Boats, Stockton, Cal., which has been specializing in outboard cruisers, both as custom jobs or boat kits, for several years.

One of the largest boat kit builders in the whole country is Roberts Industries, Branford, Conn., and it also has a widely diversified line of power and sailing craft.

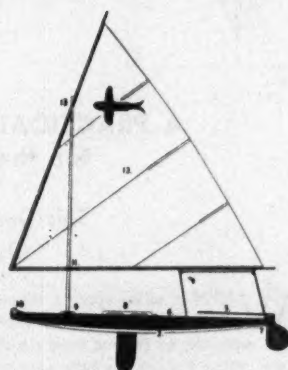
Other builders are Schneider Boat Co., Milwaukee, Wis., U-Mak-It Products, New York City, and Custom-Craft, Buffalo, New York.

Next month we expect to give more details about the kit boat manufacturers other than Chris-Craft, and you are likely to be as surprised as we were to discover the variety of kits available and that good-sized cruising boats can now be turned out this way in your own back yard.



Ed Chapman of Manhattan Beach, a Western Airlines pilot, built the *Amour*, an 18-ft. Chris-Craft kit boat.

Below: Bill Hildebrand of Lodi, Cal., completed his boat in 200 hours. Even so, he made some changes in the cabin.



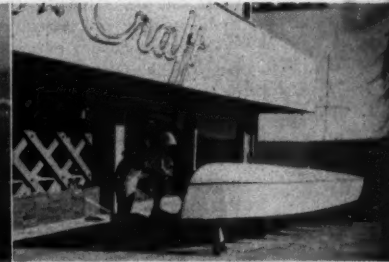
The Flying Fish is a sailing surf board that makes phenomenal speeds. It comes in a 12-ft. and a 14-ft. size and is made by the California Kit Boat Co., of Los Angeles.



Sande and her helpers, Liz Gunn and Lynn Bryant, get set for the starboard side.



This finishes the bottom. A little finishing and we're ready to open the paint.



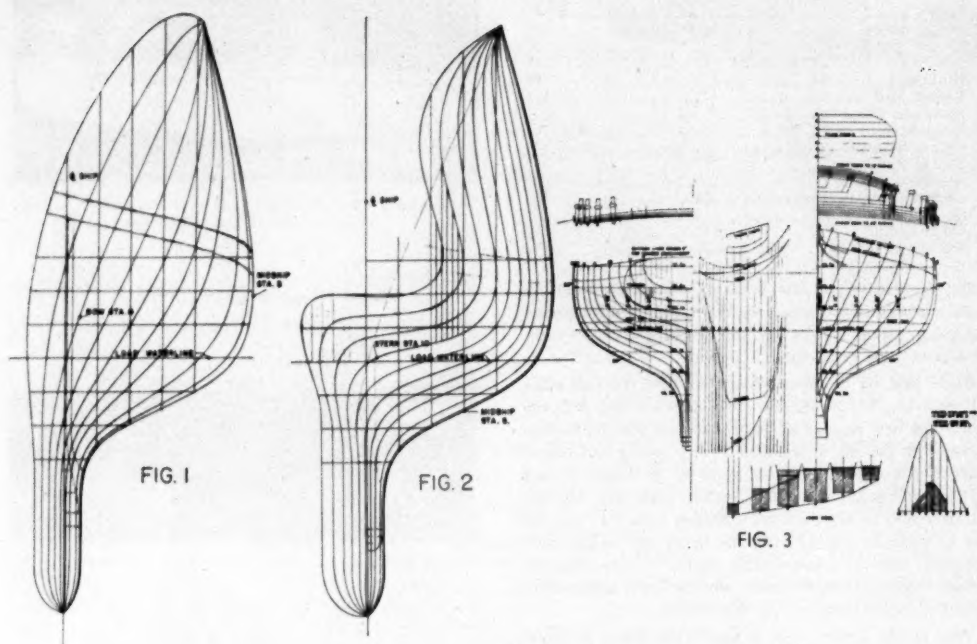
All the hard work is done. Ready for a bigger one?

Over she goes and you get some idea of the lines.

Back to the directions to see how the stringers go.

Nearly finished, and as pretty as a picture.





## A PRACTICAL BOAT *Offshore Dreamer* for the

This Design Introduces a New Method of Working  
Out the Sections and Fairing All Lines

WHEN a sailor spots a clipper bow his mind naturally harks back to the great voyages of discovery and especially to the era most closely associated with that bow, when Yankee Clippers were making their amazingly fast passages and carrying our young and vigorous flag to far places. The vessel that follows a clipper bow is assumed to be able and sea-kindly, the kind of craft in which we could, on a tiny scale, re-create some of those great voyages.

Of course, nobody can ever be Columbus again, yet we can *feel* like Columbus when heading toward the sunset, or merely by owning a boat capable of offshore work.

The 36-ft. ketch on these pages was designed by Harry Champlin, associated with the Marshall Engineering Co. of Santa Monica. Harry designs boats because of an inner urge he can't resist, and several plans of his, published in this magazine, have found high favor with our readers. He has two purposes here; first, to provide a practical small craft for the offshore sailor, and second, to illustrate a graphic method he has developed for producing fair, symmetrical lines and sections. Let him tell you about it in his own words, as follows:

"In designing this boat a new method which required some ten years' research was used. Basically, the method consists of forming or distorting three separate contours into a single sheet of pliable material and then showing, by mathematical progression, the natural tendency of the

material to change shape and flow from one contour to the other. The three original contours represent the midship, bow and stern sections of a boat, with the midship section representing the maximum distortion and thus becoming the prime factor.

"In actual practice the midship section is drawn first with the center and load waterlines properly located and the design of this section is not limited to any type, shape or form. The bow section, or entrance load waterline station, is then added and the two sections continued, top and bottom, until there is a natural, unforced meeting and the two sections become a unit. From a common radial point light lines are drawn through and beyond the two sections. On these radial lines are marked, according to an equation, the points of intersection of any predetermined number of intervening full, half or quarter stations, plus a sufficient number to carry on beyond the centerline of the boat. These lines are then connected as in Figure 1.

"The same procedure is followed for the after half of the boat, the only difference being in the equation used. The difference in the equations is the difference between an easy entrance forward and sufficient bearing aft. The completed after half is shown in Figure 2.

"Once the primary sections have been drawn all the other stations can be determined in from one to two hours and to an accuracy of a millionth of an inch if necessary.



The basic profile lines are drawn in their desired heights and depths but greatly contracted as shown in Figure 3. This is done in order to minimize any element of unfairness which could not be so easily detected if spread out to scale. These are transferred to the basic drawings. For purpose of clarity the two completed body halves are also shown on Figure 3, together with the other details.

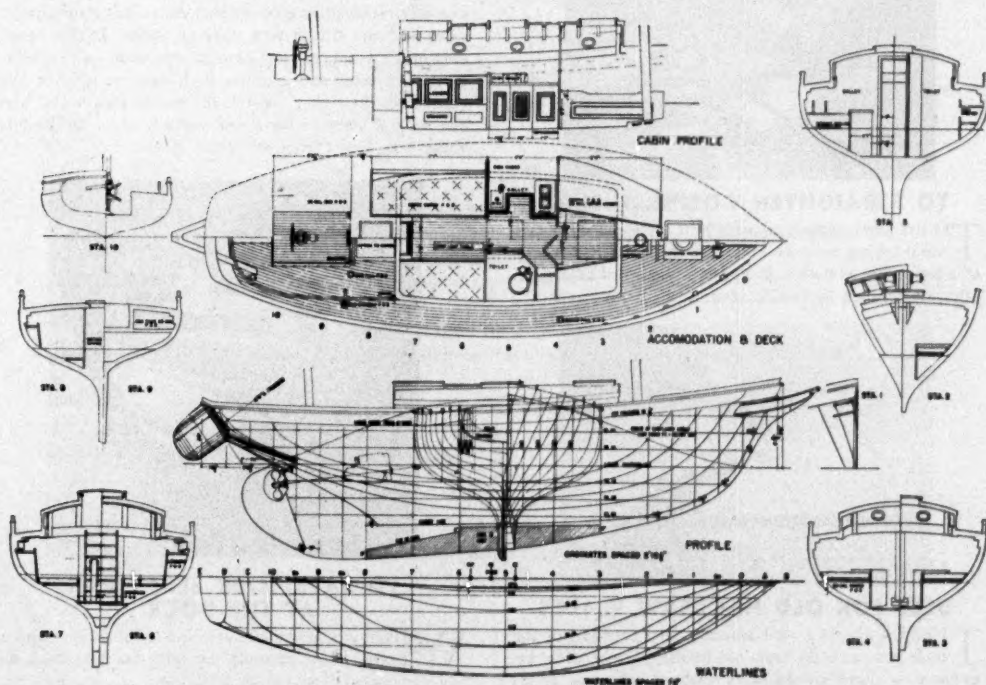
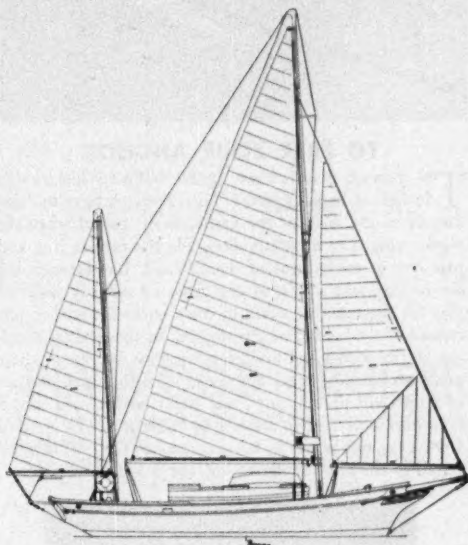
"The curve of displaced areas is always in a true wave form, with its center approximately 56% aft on the load waterline and the metacenters are balanced at all angles of heel. These characteristics hold true regardless of the type of boat designed, for the method is based primarily upon the movement, with the least resistance, of a given mass distributed over a known length, through the water."

The symmetry of the sections can best be visualized by turning the drawings upside down. Harry tells me that this symmetry is not confined to the sections but appears again in the curve of areas and is often reflected in an inherently balanced hull, like Captain Slocum's *Spray*. The method therefore appears to have great merit, and it is possible that it may become standard practice among naval architects.

Dimensions of this boat are: Length overall 36', waterline 28'9", beam 11'6" and draft 5'8". Sail area is 728 sq. ft. She can easily be handled by two men, would even be an excellent single-hander, and has commodious accommodations for four, with plenty of space for food, water and all the other needs of long cruises. Her interior arrangements speak for themselves. The long keel means

easy steering in a seaway, while the good beam and displacement should produce that desirable combination of buoyancy and comfortable motion.

This design is more than a pretty picture, however, for two boats are to be built to it. The owners are Robert Torrance and John Britton, both of Los Angeles. It is said they are planning some ambitious voyages.



# A Few Marine "Kinks"

By CLINTON R. HULL



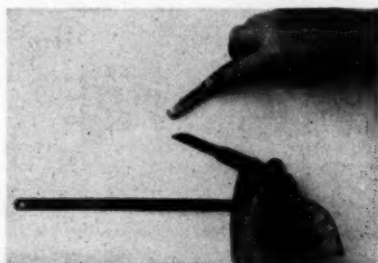
## TO FREE YOUR ANCHOR

TO prevent your anchor from becoming inextricably fouled on rocky or debris filled bottoms carry the line directly to the head of the anchor itself instead of to the regular ring. Lay the chain alongside the regular ring and pass one or more turns of strong chalk line through the eye or ring and a link of the chain so there is sufficient play for the mooring strain to come on to the anchor line instead of the cord. Test the strength of the cord by standing on the anchor and pulling upward on the line or chain until you can just break the cord. Since the usual amount of scope will prevent any great strain on the cord it will hold until you need to break it by pulling directly upward from a position above it, but once broken the pull is transferred to the head of the anchor and it will draw free.



## TO STRAIGHTEN COPPER TUBING

TO straighten a piece of badly bent copper or other soft metal tubing press the kinks out of it between the jaws of a bench vise as shown. Even partially crushed tubing can often be restored to useable roundness by this method.



## USES FOR OLD HACKSAW BLADES

THERE is always a need around a boat for some of the tools you can make from old hacksaw blades. Here the upper view shows an old blade wrapped with tape in the

center as a handle. With the teeth ground off one end it becomes a very good narrow blade putty knife and cement applicator. Teeth are left on the opposite end and the tip is rounded and sharpened for use as a scraper in loosening scale and rust.

Center shows a broken blade used as a saw-knife with a tape handle and teeth left on but sharpened to a knife edge for making very thin cuts in metal and for cutting the insulation from between the segments of a motor commutator. Lower view shows blade mounted in a handle designed for the purpose but with teeth pointed so that they cut on the *pulling* stroke, eliminating the usual kinked and broken blade.



## LINE TWISTER

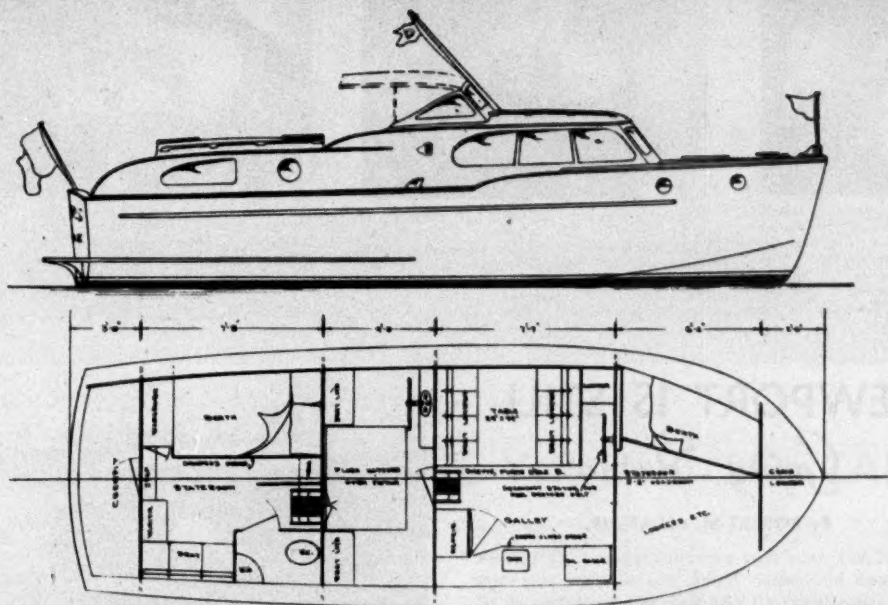
SOME fishing jigs will, if trolled too fast, cause the line to become unlaied in a short time and it is very difficult to relay, but with the line twister shown it can be done in a jiffy. Take an inch by an inch and a half strip of thin sheet lead and trim it to a point as shown. Drill a small hole in the point, grasp the tip in one hand and the wide part in the other and give it a slight twist to right or left (usually to the right), tie it to the end of your unlaied line and drop it overside for a few minutes while the boat is under way. Don't let it over-twist.



## TO SAVE YOUR SPRAY RAIL AT THE DOCK

WHEN you must moor at a low dock or float and a heavy chop is running the spray rail may catch re-

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## A VERSATILE 32-FOOT PLYWOOD CRUISER

**T**HIS month the designs from the board of Edwin Monk, Seattle, Naval Architect are featuring Douglas Fir Exterior-type Plywood hulls.

Both craft illustrated in the accompanying designs are exactly the same hulls. They are 32 feet long.

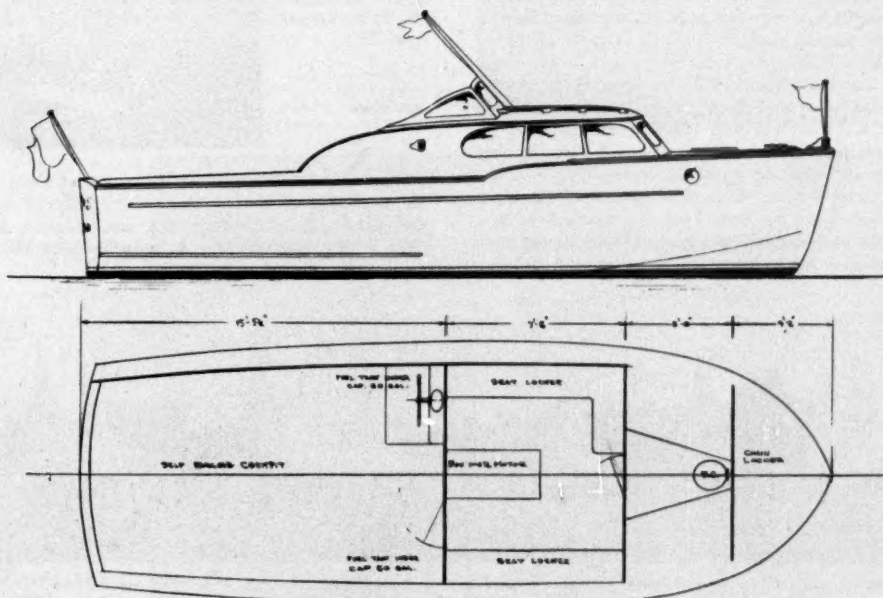
That is where the similarity stops. The 32-foot plywood cruiser is building in Vancouver, B. C. for Jack Dobie. Mr. Dobie is in the tractor business and will convert to marine use a tractor gasoline engine.

This cruiser features a complete master stateroom aft.

This contains a double berth, a vanity dressing table with accompanying seat.

The dinette opens into a double berth and there is a single berth in the fore'sle. On the starboard side of the fore'sle is a large locker.

The other plywood hull has an interior designed for sport fishing and charter parties off the Oregon Coast. This is being built by the Hillstrom Shipyards at Coos Bay, Oregon. It is strictly a day boat and has seat lockers in the cabin. The cockpit is 15½ feet long and power is from a Nordberg gasoline engine.





—All Photographs by Beckner  
Third leg winners of the YRU Cruise receive their trophies. From left, Strat Enright, second in Arbitrary; Phil Warren first in Cruisers, Class A; Dick Woolen 1st in Arb.; Phil Ramser, 1st in ORR; and Bob Allan, receiving third in ORR for Bill Zinsmeyer.



Winners in Blue Star Championships sponsored by Balboa YC. From left: Bill Boland fourth; Lowell North, third; Frank Wyatt, the winner; Don Wood who crewed with George Fleitz, second; and Newport Fleet President Bill Ficker, who made the awards.



Winners in NHYC's Race Week in Luders and Albatross Classes. L. to R.: Robert Collins, third in Luders; Keith Herbert, second; John Hürndahl, first; Anton Laubersheimer, first in the Albatross; Tony, Jr., with the Hubbard Memorial Trophy, and Mrs. Laubersheimer with the take-home award.

## NEWPORT IS STILL *Going Strong*

By ROBERT M. ALLAN, JR.

AT LAST count there were slightly over 5,000 pleasure boats in Newport Harbor and all 5,000 plus many inland and visiting craft have made full use of the southern waters during the month of August. At 4:00 o'clock each morning the roar of hundreds of motors starting would preface the tremendous activity that is now taken for granted at this one-time sleepy resort. Even on weekdays it is almost impossible to navigate through the center portion of the Harbor due to the congestion of returning sportsfishers, racing sailboats, rent boats, and all manner of floating and semi-floating home made creations. Harbor Master Russ Craig will need to import some New York traffic experts before long.

August is really the young sailors' month and the Snowbirds were out in full force averaging better than 20 boats per race and with races scheduled at the five local yacht clubs on six days of the week! The real test was the Annual Gold S series held over five races and starting at different points in the Bay each time. Tony Torrance of Balboa Island Yacht Club showed his second spot in the Flight of the Snowbirds was no fluke by winning the coveted Gold S and the huge Beek Trophy. Second was Phylis Rawlins and third was Win Fuller. In the Flight of the Snowbirds some 126 Snowbirds were led home by Fred Miller in the 17th running of the scenic affair. Fred is a NHYC Snipe skipper who stepped back to try the Snowbirds again. Third was Peter Frost the younger brother of Tom Frost the winner the last two years! We cannot begin to chronicle all of the other races that were held by Balboa



Above: Being the wife of an expert angler might be tough for some women, but Mrs. Paul Rogers doesn't let it worry her. She was the first woman angler to land a marlin this season, with this 122-lb. beauty.



Bill Zinsmeyer's Bagatelle has been adding laurels to her record at a great rate this season.

Yacht Club, Lido Yacht Club, Balboa Island Yacht Club and the Newport Harbor Yacht Club. Suffice it to say that fleets of Falcons, Snipes, Lehmanns, Penguins, Snowbirds, L 14's, were racing nearly every day while their big

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Twelve Falcons turned out for Newport Harbor YC's Race Week. Two of the three winners were girls. Jane Noble was first and Ann Rawlins third. In the middle was Pete Bradford.





The two Ten Meters, Ken Schmidt's *Hilaria* and Pierpont Davis' *Santa Maria*, approaching L. A. Light on the first day's run. The latter, sailed by Jim Kuehn, made a splendid showing. —Photograph by W. C. Sawyer

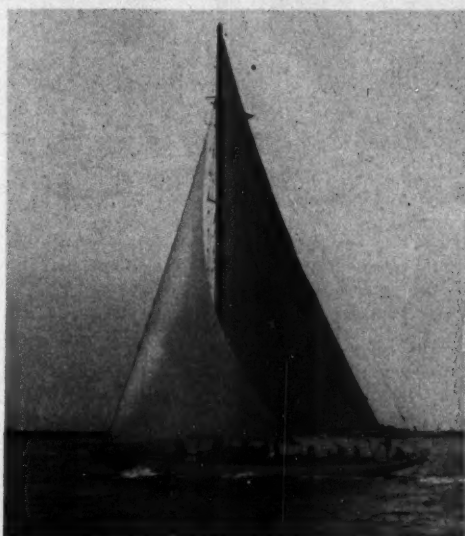
## FIRST CRUISE OF THE Y. R. U. of SO. CAL.

WELL, it reminded the old timers of the New York Yacht Club Cruise, with its port to port runs and with a chance each evening to get together and resail the day's race. Everybody from the most avid racing man to the devotees of lazy cruising had a marvelous time.

The event was staged from August 15th to 17th, inclusive. The new Yacht Racing Union was trying its wings. On the first day there were two races, one from Los Angeles YC to White's at Catalina and one from Newport Harbor to White's. The start of the former provided plenty of excitement when *Bagatelle* and *Hilaria* barely missed the trap prepared for them by *Stagbound*. Even though these two escaped, five other contenders were run past the weather buoy.

Great interest was added to the contest by the appearance of Charley Wiman's M Class sloop *Patolita* and Richard Rheem's 98-ft. ketch *Morning Star* staging a boat-for-boat contest in the same race over the same course. The former took this private contest handily despite fine crew work on the *Morning Star*. *Escapade* and *Bagatelle* seemed to out-point the entire fleet on the first leg to Ship Rock, and were the only boats to round without a tack. The fleet then ran down wind to Long Point, the finish line. There *Escapade*, *Santa Maria* and *Bagatelle* were almost in a dead heat,

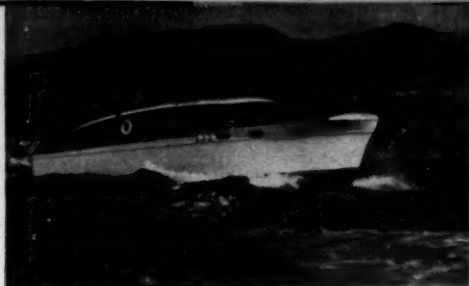
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—Photograph by W. C. Beckner  
Right above: The M Class cutter *Patolita* of Charles D. Wiman performed throughout the cruise like the champion she is. Her owner has given a perpetual trophy for future YRU cruises.

—Photograph by W. C. Sawyer  
Richard S. Rheem had a chance to try out the new ketch rig on his 98-ft. *Morning Star* on the cruise. She raced against *Patolita* in a special class, but the cutter won two out of three. However, *Morning Star* came into her own on the run to Newport, the point of sailing that is most important in the Honolulu Race.





—Photographs by Paul C. Tracy  
Doug Dorn's Husky, overall winner of the race sponsored by Sausalito Cruising Club and Chamber of Commerce, an N.C.P.C.A. event. Doug is also the leading skipper in cruiser competition on the Bay at the present moment.

Below: Left to right: Malcolm Storm, skipper of Manukai, receives the Pacific Motor Boat Perpetual Trophy from Cleef Traverse, Commodore of the Oakland YC, and at right is last year's winner, L. C. McKissich, skipper of Mirck II.



Below is the busy float at Lake Merritt Sailing Club. This organization has long been a leader in the S.B.R.A. of San Francisco Bay.



San Francisco Yacht Club was the host to the Barth Trophy Race over the Labor Day week end. The new channel markers and improved float facilities are visible here.



## A Look

### AROUND SAN FRANCISCO BAY

THE new look in power cruiser racing has descended upon the waters of San Francisco Bay in the form of the predicted log. For many years all of the power cruiser competition has been "over the bottom" racing and the skippers have perfected themselves remarkably well in this form of competition. They have now reached the point where they feel they are ready to try their skill at new methods and procedures. The predicted log racing seems to fill this bill very well and it is believed that in the future two forms of power cruiser racing will be enjoyed side by side. Both are navigational contests and the training that the bay skippers have received in over the bottom will stand them well in the predicted log racing. There has been a steady increase in this type of competition in the bay area and it is possible that in the future there will be competition between the various areas of the Pacific Coast. We have the organization and the skippers to provide the contestants, and races between various ports of the Pacific Coast should be most interesting ones.

The Northern California Power Cruiser Association held its Sausalito Cruising Club sponsored races on August 9. The Chamber of Commerce of the city of Sausalito was also co-sponsor in this event and aided much in the success of it. Forty-one power boats hit the line in this regatta and after the smoke of battle had cleared, Douglas Dorn, of the Saint Francis Yacht Club, was declared the overall winner and the winner in Class A. Skipper Doug completed the fifteen-mile race with an error of 47 seconds. This gave the popular San Rafael competitor a season lead of 3 points over his nearest rival. R. B. Engfer, South Bay Yacht Club, brought his *Hiltot II* in for a win in Class B with an error of 61 seconds. H. S. Johnson of the Sausalito Cruising Club took honors in Class C with his *Spindrift* with an error of 87 seconds. The fleet streamed over the course in ideal conditions which gave the skippers a chance to reach for distance check points to solve the navigation problems.

The "Power-Potters" lined up once again on August 16th to participate in the Corinthian Yacht Club's predicted log race.

This race can be contested with sealed throttles for the entire distance or as in the case of the Corinthian race, may have sealed throttles for each leg of the race. The latter method allows for competition on each leg of the race and in the overall race also.

Twenty skippers tried their prowess at the new form of racing and much credit should go to Arthur Matthews of the San Francisco Yacht Club for his win with the *Flossie M*. He had an error of 223 seconds and was followed in second place by Douglas Dorn of the Saint Francis Yacht Club with his *Husky* and an error of 225 seconds. The veteran Dutch Shafer brought his *Harolee* into third position with an error of 244 seconds. The race was held over a course from the Corinthian Yacht Club north to the Brothers and home again. The N.C.P.C.A. cooperated to provide facilities for this event and certainly contributed

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—Photograph by Fred Carter  
Seattle most certainly is a speedboat town, as can be seen from the glimpses of the crowd shown at the Seafair Races. All looks at first to be confusion among the boat owners, but on close inspection it can be seen that it is an orderly confusion.

## Seattle's Seafair

THE deadline for the September number of SEA and PACIFIC MOTOR BOAT had already passed when the Gold Cup Races at Seattle took place on August 9th, but owing to the great coastwide and national interest in this event, a few pages were left open and the story appeared in our September number.

The Gold Cup Races, however, were only one item among several events held during Seattle's Seafair Week, which included races for limited hydroplanes, outboards and many classes of sailing craft.

As their contribution to the Seafair, the sailors of the Seattle Yacht Club staged their annual Lake Washington race on August 17th for all classes. In spite of the time spent in the PIYA-PCYA Regatta, they turned out in goodly numbers. Larger craft sailed twice around a 12-mile course and the smaller boats twice around a 9½-mile course. The winners were as follows: Six Meter Class, *Riskin*, Liston; *Oslo*, H. O. Giese; *Indian Scout*, Cahan & McKenzie. Class BB, *Panacea*, Reeves; *Rubaiyat*, R. Huff; *Arlayne*, Art Smith. Evergreens, *Wahoo*, Bill Boeing; *Kuon*, Bob Withington, *Lemolo*, Hugh Brady. X-Y Class, *Lady*

—Photograph courtesy General Petroleum Corp.  
Pat Cummins driving his unlimited runabout over the finish line in the 100-mile Lake Washington Marathon on Aug. 10th. The first 100-mile Marathon was staged in 1929 and was won by Frank Calvert and Jack West. Both Calvert and West are active Seattle YC boat owners today. Calvert having the cutter *Nimbus* and West the cruiser *Monsoon*. They were judges of the 1952 race.



*Van*, R. D. Watt; *Starling*, C. A. Newell. Stars, *Mercury*, C. Stuempges; *My Sin*, Bob Munger; *Veede*, Andy Harris. Class C, *Nancy Ann*, J. J. Harris. Class Z, *Rival*, Ernie Banner; *Allegro*, B. Severer; *Butterfly*, Lars Lygnes. Int'l 110 Class, *Wild Flag*, Steve Chadwick; *Hoot Mon*, J.

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—Photograph by W. B. Heil  
Telford was the winner in Class DU, 100-mile Marathon.

—Photograph by Fred Carter  
Left to right: Sam Couch, Mgr. Marine Sales, G. P. Corp., Los Angeles; George E. Maxwell, Mgr. Small Craft Sales Div., Socony Vacuum, N. Y.; and Mel Crook, Referee of the Gold Cup Races.





—Photograph by San Diego-California Club  
Rounding a buoy during the 30-mile water ski race at San Diego on Labor Day. The marathon race was won by Fred Lang towed by Dick Jones.

## HOW THE *Speedboats* ARE FARING

### WESTERN DIVISIONAL STOCK OUTBOARD CHAMPIONSHIPS

**L**ONG BEACH MARINE STADIUM on Aug. 16 and 17 saw what is believed to be the largest turnout of boats in the lagoon's long boat racing history—139 entrants. The event produced seven 1952 stock divisional champs qualified to participate in the National Championships at Oakland in September, along with 14 other drivers, rating second and third places. All participants agreed that much credit was due to the sponsoring club, United Speedboat Assn., with co-chairmen Jack Corner and Bob Knapp. George Lentz was timer; Jean Craven, scorer; Ray Hamilton, pit manager; Marvin Boetger, referee; Ollie Hyde, starter; and Russ Hill, measurer.

**A Hydros . . .** Ken Collier, who placed first on points in two heats, also made the fastest time, that of 35.615 in his class in the second heat. Collier staged a good race in the first heat, too, when he moved up on Biff Parker, from third place, to take first in the third lap. In the second heat he moved up on Doug Stubblefield from second and won the heat by a five-second margin.

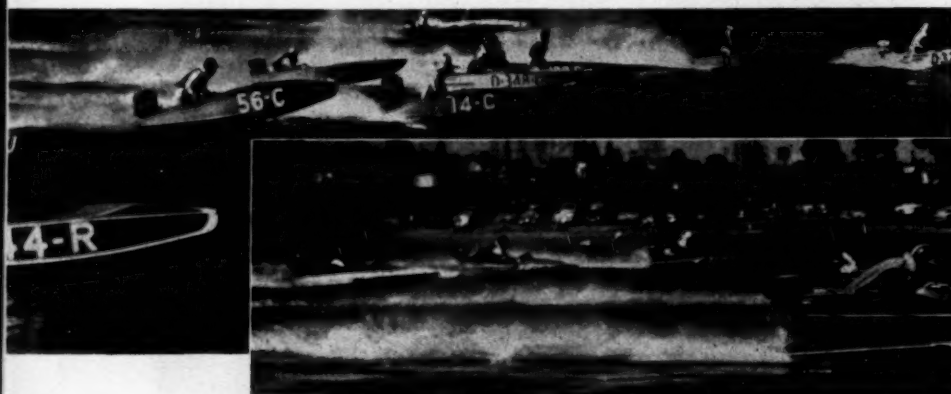
**C Runabout . . .** Salton Sea's 1952 record-breaker, Cag Graham, took first in this class again, with his *Beetle Bomb* from Ventura. And he made the fastest time in the first heat

with 32.304 mph. It was Cag's race all the way, both heats.

**B Runabouts . . .** This prolific class required three elimination heats which removed 17 contenders and left 16 to race on Sunday. Julian Binford took first place on points, running second in the first and second in the second heat. It was a "jumpy" group of boats at the start—the first heat required a re-start because one of the runabouts jumped the gun; and on the second re-start, three more boats jumped, with Mike Meehan, running first in both heats, disqualified in the first, thereby losing his first place and forcing him into third overall. Young Mike from Venice did make the fastest time of the class, however, that of 36.452 in the second heat. The Sixteen B runabouts on that first turn on the narrow lagoon had all the spectators jumping and screaming as each boat scorched the turn marker for a chance to get ahead on the back stretch.

**D Hydro . . .** Ivan Harris, all the way from Loveland, Colorado, had about the worst luck of any driver in the regatta. During the Saturday morning try-out he flipped on the east turn and after working on his boat most of the day and coming back for another tryout, he ended up on the rocks at the west end of the lagoon, putting several holes in his boat. An all-night repair job brought the boat back into shape again and Harris won two straight falls for

—Photographs by Ruskoff  
Western Divisionals, Stock Outboards. In upper photo the D Stock Outboard Runabouts bounce over the starting line in the finals at Long Beach Marine Stadium on Aug. 17. Elgin Gates' *The Crutch* (56-C) won with two second places. Below: The B-Stock Hydros, 21 strong, at a start. Buz Busley, of Eugene, Ore., made the fastest heat but took second on points to Hub Reed's *Stinger* (520-C) of Blythe, Cal.





an overall third. "Doc" George took the first heat and Burt Ross the second, beating Doc on time—winning time, 46.802.

A Runabout . . . Charlie Harter from Hollywood, who won the regionals at San Diego, again took first in the divisionals. In the first heat Bob Parish from Bakersfield held the lead in the first two laps, giving Harter some competition, but in the second heat, it was Flapjack all the way, and it was this boat which also made the fastest time of 33.271.

B Hydros . . . Two elimination heats narrowed 21 drivers down to the 11 open spots, with two withdrawing from competition. In the first lap Glenn Embree in *Shrimp Boat* was ahead on the first four laps, but lost the heat to Buz Busley of Eugene, Ore. The second heat gave way to Hub Reed from Blythe in all five laps, giving Reed overall first.

D Runabout . . . The faithful Elgin Gates took first here on points, with three boats, *The Crutch*, *Ravin' Craven*, and *Sacred Calf*, giving spectators one of the hottest competitions of the day. Gates running second both heats took first, with *Sacred Calf* and *Ravin' Craven* splitting the heat wins. The latter boat made the fastest time of 39.578 in the second heat. Cub Nelson, from Needles, had the bad luck of flipping on the first lap of the qualifying heat, putting him out for the weekend.

#### Results:

- A Hydros: Ken Collier, Blythe; Biff Parker, Newport Beach; Doug Stubblefield, Blythe.
- C Runabout: Cag Graham, Ventura; Charles Boring, Modesto; Elgin Gates, Surfside.
- B Runabout: Julian Binford, Buena Park; Bob Check, Newport Beach; Mike Meehan, Venice.
- D Hydro: Burt Ross, Jr., Tacoma, Wash.; Dr. E. W. George, Arcadia; Ivan Harris, Loveland, Colorado.
- A Runabout: Charles Harter; Bob Parish, Bakersfield; Wendall Keith Whittier.
- B Hydro: Hub Reed, Blythe; Buz Busley, Eugene, Ore.; Julian Binford.
- D Runabout: Elgin Gates; Johnny Craven, Pasadena; Homer Smith, Parks, Ariz.

The fifth annual Colorado River Marathon will be held on schedule, Oct. 5 on the Colorado River, the course from Needles to Parker Dam and return, approximately 115 miles. A. T. Secor of Needles is race chairman and referee will be Ed Craven from Pasadena. Drivers are asked to register at the Needles Trading Post.

Young Doug Stubblefield of Blythe gave his competitors in A Hydro a good race, placing third.



One of the finest "teams" of stock outboard racers are Mr. and Mrs. Homer Smith of Parks, Arizona. They seldom miss a race.



Bud Jennings of San Diego won two heats and was 2nd in the third, to capture the stock speedboat competition during the annual harbor Days celebration at San Diego over the Labor Day week end.

The handicap start is as follows: Class CU, 9:00 a.m.; AU, 9:15 a.m.; Class BU, 9:30 a.m.; Class DU, 9:45 a.m.

General Petroleum Corp. will furnish gasoline to all drivers and oil will be supplied by the local General Petroleum distributor. The stake for first place in each class is \$500; \$250 for second; \$100 for third and \$50 for fourth in each class.

## OAKLAND RACES

KAY HALLETT reports a lively time during the California Speedboat Ass'n's races in Oakland on August 24th. She says in part:

"Everything went along O. K. with one exception. Jim Acker's *Cracker Box* caught fire and they had a heck of a time putting it out. The methanol from his fuel tank was streaming into the boat and it certainly was a hot fire. The patrol boats tried to sink it, but could not. They finally put the fire out with extinguishers, but not before it was badly burned.

"Victor Klette with his 48-Cu. In. Hydro was certainly showing the boys the short way around the course in the first heat. Just as he crossed the finish line he had engine trouble and couldn't run the second heat.

"Those 135's certainly put on a close race. The whole bunch came up to the starting line and you couldn't tell which boat hit it first, they were that close. John Corea is leading the Coast in National points in this class.

"You will notice that the 136 Cu. In. Class is new. This is a stock class similar to the 135 Class, but with stock engines." Results are:

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—Photo by Ruskoff  
Don Stearns, one of the best-known speedboat men in Southern California, has crossed the final finish line in life's race.





A start of the Stars during San Diego's Invitational, which brought out 20 boats, and was won by Malin Burnham.

## CORONADO-SAN DIEGO

### AT CORONADO YACHT CLUB

**A**LL year at Coronado Yacht Club the big boat skippers conscientiously enter each series of races on San Diego Bay, but many of them are pointing towards the Ocean Series in August and the really big event of the year, Los Coronados Island Handicap race for the Frank J. Kelley Perpetual Trophy over the Labor Day Holiday. This year there were more entries than for several years and the boys started from Ballast Point at 10 A.M. on Sunday, sailing a broad reach to the Islands and then running to the finish line. After a rendezvous in the lee of the Saddleback over night they started at 10 A.M. on Monday, September 1st for the race homeward. After the times, corrected and elapsed, were all tabulated the *Annette*, Charles Soderbery was announced as the victor, second place going to the *Holiday*, Ed Turner. The Kempff family sailing the *Surprise* came in for third place. Dr. E. M. Hayes' catamaran, the *Catbay*, was up in the upper third

and was the second to cross the finish line on actual time.

Soderbery was also the winner of the Ocean Series in August which means along about Trophy Dinner time he will be carrying home some mighty pretty silver.

Handicap skippers will have one more brush before the season ends for them and they have to start all over on January 1st, and that is the Harry Perkins Jr. Memorial Series which will be sailed the month of October.

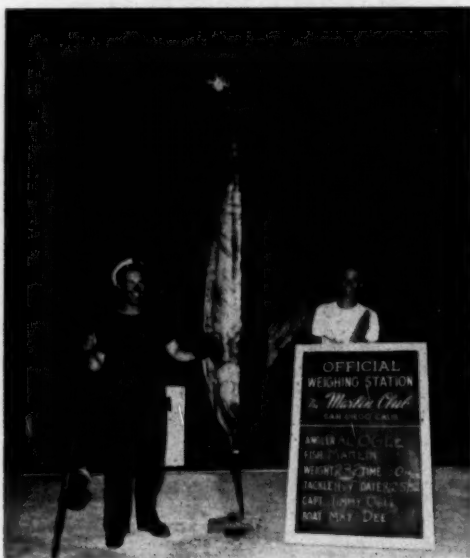
Fleet Captain Tim Klinefelter of the newly organized Naples Sabot Class held the first series of races recently for trophies donated by Mrs. Elmer Muhl and Captain Tim was the winner, having walked away with all three races. Second place was won by Donna Turner in the *Bobbi-Sox* while Titta Rietow in *Pua Kai* placed third. Clifford Hartwell has added the Sabot Fiestabahia to the fleet and rumor has it that young Padgett Reid will have a new Sabot for her birthday this month. John Laing has christened his boat the *Little Monster* and is doing very well with the "hot" skippers such as Capt. Tim.

New addition to the 110 Fleet is that of George Murdock who has purchased the F. W. Jr. from San Diego YC

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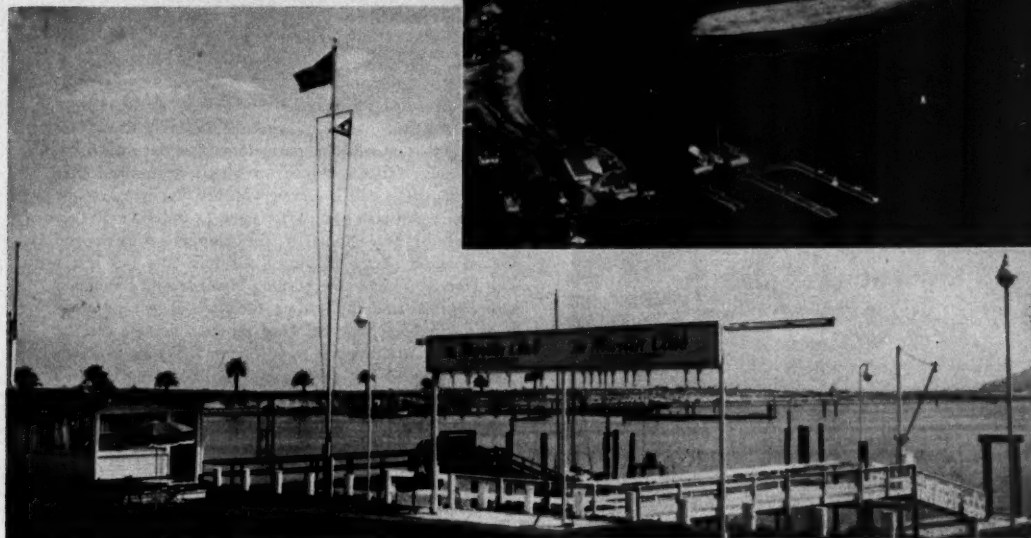
J. A. Ogle and his son Jimmy with SDYC's prize marlin of the year, which Ogle states was also a prize jumper.

Mr. and Mrs. C. S. Kempff, Jr., with their son Skipper and daughter Ann, of the double-ender *Surprise*, which placed third in Coronado Yacht Club's race around the Coronado Islands.



# DEVELOPMENTS at POINT LOMA

Right: Behind Shelter Island pleasure boating activities are blossoming. The fleets of the San Diego and Southwestern yacht clubs are moored there and the area is fast becoming a show place of the city. Below is the Marlin Club on the Byron Street "mole."



SAN DIEGO'S beautiful Point Loma is witnessing a great many improvements these days of great interest to the pleasure boats which are sheltered in the Yacht Basin there.

For the protection of the some 3,000 boats at anchor in the Municipal Yacht Basin and in the Municipal Commercial Basin, San Diego recently appointed 36-year-old Lewis T. Cavanagh as Harbormaster and he, with his 26-foot Point Loma patrol boat, is on constant watch for boats in trouble and for violators of speed regulations in the harbor. He has found that he is now a combination of

Lewis T. Cavanagh is Harbor Master in charge of San Diego's Municipal Yacht Basin, Point Loma. He patrols in his 26-ft. Point Loma, powered with a Chrysler Crown.



coast guard, traffic division, fire department, safety engineer, navigator, specialist on harbor regulations, buoy tender and friend to man and boats in general.

Today at Point Loma, on the Byron Street "mole" the Marlin Club of San Diego, founded in 1931, has a waterfront home. The Harbor Department, whose director is John Bate, himself a member of the Marlin Club, built the tastefully decorated clubhouse and provided the pier, etc.

Pleasure craft wishing to use the facilities of the Marlin Club will receive all the courtesies offered to the club's 170 members. There is an electric hoist for lifting fish from boat to scales. The Club is prepared to issue certificates for marlin weighed at the Club and, as a club, will present trophies. There are also facilities there for rod deflection. W. T. Smith will serve as weigh-master.

A. C. Penrose is president of the Marlin Club, 75% of whose members own their own boats, ranging from skiffs to 40 or 50-foot cruisers. Gordon Frost, present Commodore of the San Diego Yacht Club is a Marlin member, as is the mayor of San Diego, John Butler.

The Marlin Club is affiliated with the Balboa Angling Club, the Southern California Tuna Club, the Los Angeles Rod & Reel Club and the International Game Fish Assn. in New York.

At the present time the Harbor Department is engaged in developing Shelter Island as a vast boating recreational area. At the southern tip there will be built slips for visiting vessels who will be guests of the city for a 24-hour period.

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## WITH THE PACIFIC FLEETS

### UNITED STATES COAST GUARD AUXILIARY

WHAT is believed to be the first time a member of the Auxiliary has received the highest medal that can be awarded to a civilian by the United States government, ranking just below the military Purple Heart Medal.

Eric Lundberg, of Depoe Bay Flotilla 78, received the Gold Life-Saving Medal in behalf of the Secretary of the Treasury from the Commander of the 13th Coast Guard District, Rear Admiral Norman H. Leslie, at an open-air ceremony on August 16.

Lundberg, who with the 36-foot *Manatee* rescued Charles Youngblood of the 40-foot *Acme* received the citation.

R. B. HAYES

### UNITED STATES POWER SQUADRONS

THE Seattle Power Squadron again put out the gang plank this year for visiting men and women during Seafair from August 2nd to 8th with their "Hospitality Cruises" on Lake Washington.

With the assistance of the WASPS they entertained over 1900 guests with 24 boats, with a record of over 450 on the last day.

Past Commander Theodore Harris was the Chairman of the Squadron's Seafair Committee assisted by Fleet Captain Aram J. Emmanuel and Dock Master Colonel Donald B. Hilton, who most efficiently loaded and unloaded the boats and also made both the guests and skippers feel that they were friends.

The log contained the names of passengers from 40 states and Alaska, District of Columbia, Hawaii and Guam. Canada provided guests from eight provinces. Other countries represented were Argentina, England, Finland, Germany, Hindustan, Holland, India, Pakistan, Peru, Scotland, and Sweden.

The *Sea Tramp* of Harold L. Salvesson, winner of this year's International Cruiser Race was furnished for the

—Photograph by Ruskauff

The International 110 Class championship was captured by the popular father-daughter combination of Robert and Mary Mann of San Diego with Robin Too on Gull Lake, Michigan on August 15-17. Here Robin Too is in company with Hot Breath (344) Les and Bob Harlander of Oakland, former champions.



concert and final Seafair ceremonies, while 20 other Squadron boats participated in the night torch light parade through Andrew's Bay.

RUTHERFORD B. HAYES

### TIDELANDS RACE

NEWPORT HARBOR YACHT CLUB and Lido Isle Yacht Club each hosted its own version of a Hawaiian Luau before each sponsored their annual Regattas. All hands enjoyed themselves and the parties and Regattas were great successes. The NHYC affair was climaxed by the annual Tidelands Race from Balboa along the Huntington Beach Tidelands and return over a 26 mile course for the beautiful sterling punch bowl set. Some 41 boats started in light westerly airs that soon turned into a southerly wind with heavy fog that caused some navigators to get out their tools. The 10 meter *Hilaria* worked out ahead of the fleet after passing *Bagatelle* and *Escapade* who had the jump on the fleet with a port tack start. After some 12 miles the 55-foot yawl *Evening Star* gloried in the stronger southerly and worked ahead of the battling California 32's and PCC's with Harvey Somers now pushing *Amorita* into contention with *Bagatelle* and the trailing *Escapade*. It was supposed to be a run home, but the wind shifted ahead on the last leg and *Amorita* dropped back leaving *Escapade* to scrape past the Newport Pier and finish several boat lengths ahead of *Bagatelle* in a repetition of their Nordlinger Race finish. Bill Zinsmeyer's Fisher Island showed the 2nd spot she had taken in the Gold Coast was no fluke by saving her time on the fleet. In the PC Rhodes division Marianne Percy and her smart sailing brother joined forces with NHYC's Metcalf Series Snipe Champion Fred Schenck and promptly left the combined Rhodes and PC competition some 20 minutes behind! Marianne's *Whim* was followed by Tom Myer's consistent Rhodes *Ruth* and then four more Rhodes before the first PC!

### PENGUIN NEWS

THE 1952 National Championship Regatta is history and that amazing skipper, Runyon Colie, Jr., of the Downer Fleet at Mantoloking, New Jersey is National Champion again—his fifth winning of the crown. Results in detail for the five top scorers in the regatta are as follows:

	Total Pts.	Places in Races
Runyon Colie, Jr.	89.4	6-1- 2-1-1
Martin Bludworth	77.5	7-3- 6-3-2
Harold Bludworth	77.2	1-2-11-5-3
Charles Merrill	76	2-7- 1-6-7
Robert Woodward	71	4-5-10-4-4

Six boats entered the races from our West Coast fleets and all finished in the top half of the 21 boat entry list. Charles Merrill of Alamitos Bay took 4th place; Bob Woodward of Balboa, 5th; Dana Brown and Sid Exley both of Alamitos Bay were 6th and 7th respectively; Bert Israel from San Diego was 10th, and Don Adams, representing Mission Bay, came in 11th. From what we hear the sailing conditions were: different from anything we have locally. A good sailing breeze blew steadily and the sea was rough but the waves moved at about a 45° angle to the wind and were of the steep, short chop that is associated with shallow water. Spray hoods were a necessity and, even so, crews put in time with the bailing cans and everyone came in wet after each race. Marks of the course were small pine trees stuck in the sand with a fish class





Start of the first race of the International Flattie championships on the Sound. Below: The Flattie fleet coming through the locks on the way to the Sound. —Photographs by Ken Ollar

boat anchored nearby. As to the temperature, it was HOT in Mississippi but that detail became minor beside the hospitality shown by the Biloxi Fleet and Biloxi Yacht Club.

As is customary, the Annual Meeting of our Association was held during the regatta and the 1953 officers chosen. For next year William Fraser of Racine, Wisconsin will be President; Ted Leighton-Herrmann of Baltimore, Maryland, Executive Vice-President; Miss Maggie Sennott of Chicago, Illinois, Secretary; James Dunham of Racine, Wisconsin, Treasurer; Martin Bludworth of Houston, Texas and Fred Cutshaw of San Diego, California, both Members-at-Large. These officers take over their duties on January 1, 1953.

On the local scene, the Labor Day week-end saw seven Balboa Fleet skippers entered for the traditional regatta at the Balboa Yacht Club. Winds were moderate to very light for all five races and the racing was especially hot between National President, Charlie Rook, in *Mo* and Bob Woodward in *Meenie*. At the end of the first day's races, the two skippers were tied for top position and closed the series only  $\frac{3}{4}$  of a point apart, Bob Woodward being the winner with  $7\frac{1}{2}$  points and Charlie Rook with  $8\frac{1}{4}$  points. Dick Oakley came in third with 17 points.

LEAH RUBY



### FLATTIE WORLD CHAMPIONSHIPS

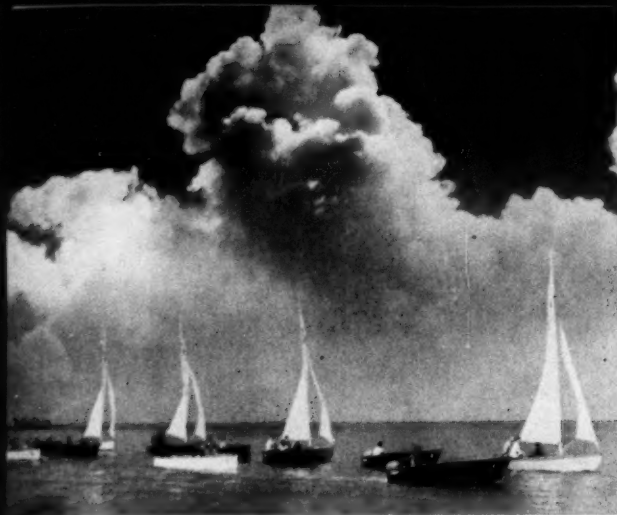
THE old master, Austin Peoples, of Los Angeles, copped his third straight championship. Able Bud Cenis was crew on the high-flying *Stormy*.

Austin revealed some interesting strategy after the races. Basing his theory on the first two of the five races, he decided to watch the "local boys" and do the opposite.

—Photographs by Dr. E. L. Shultz  
Los Angeles Power Squadron staged a cruise to Santa Cruz Island from August 9-15. At right is Dr. E. L. Shultz's cruiser *Florencia* just inside the entrance to the Painted Cave.

Los Angeles Power Squadron fleet stopped at Pelican Bay on the cruise.





Both sail and power boats are favored recreation at tiny Johnston Island Air Force Base about 700 miles from Honolulu.



Young skippers preparing for the small boat regatta at Santa Barbara on August 7th. Below: Sidney and Ann Exley, (left) winners of the national championship of the National Class at Los Angeles Harbor August 23-24.



After hearing this, some of us from the host Laurelhurst fleet were quite "flattered" that we played such an important role in the winning strategy.

Close behind *Stormy* in the final standing were Norm Jenison and Roger Beebe, of Santa Barbara, sailing their *Citation*.

Another definite threat, at least for three days, were Laurelhurst's own Earl Anderson and Jerry Johnson. They finished third with the *Lucky*. Brother Morse Johnson, now in Korea, skippered the *Lucky* into second spot last year.

Fourth place went to Commodore-elect Ira Rohland of Los Angeles.

Two of the five races were sailed on the current-infested waters of Puget Sound (some day I'll understand 'em). The other three, four counting the resail, were held on Lake Washington.

The annual meeting of the Association was held Wednesday evening. Newly elected officers were: Ira Rohland, Commodore; Felix Moitoret, Vice Commodore; Ken Kraft, Rear Commodore (must be because he did so much racing in the rear of the fleet); Fred Harley, Secretary-Treasurer; Stan Ruble, Red Gallagher and Jim Wachter, Directors. High point of the meeting was when Beep McQuire, 14-year-old from Laurelhurst, declined his nomination for director, stating "I am just a little—" then after the laughter died, he added, "Unexperienced!"

As the boats began heading home on Sunday, most of the chatter concerned next year's championships which will be sailed in Los Angeles Harbor.

KEN KRAFT

## SANTA BARBARA SEA

YACHTS from north and south converged on Santa Barbara for the 1952 edition of "Old Spanish Days Fiesta" in the light of the August moon. Anchored just off Cabrillo Boulevard, course of the Historic parade, the visiting yachtsmen hoisted all flags and pennants in their lockers to make for thousands of spectators a colorful backdrop for the highlight of the 5-day observance. Skippers made the nearby clubhouse of Santa Barbara Yacht Club their shore headquarters.

Largest of the visitors was *Windward*, 82-foot M-Class sloop, down from San Francisco. This famous racing craft, was scene for several parties by Owner C. R. Tobin of Hillsborough. Philip Smith of Oakland brought his 54-foot schooner *Samarang* for the festivities and plans to stay out the month.

From Los Angeles came the 55-foot cruiser *Tak*, owned by C. Thorpe and the 50-footer *Lingebe*, skippered by George T. Pfeleger. *Queen Mab*, 62-foot schooner owned by Stanley Runyon and the *Mary E*, 35-footer, owned by K. G. Schwegler were other Fiesta callers. From Newport came the *Salliqui*, the *Dolphin* and the *Bayadere*.

Santa Barbara powerboat skippers participated in rendezvous of U. S. Powerboat Squadron at Pelican Bay, Santa Cruz Island over Saturday and Sunday, Aug. 2-3. Dr. Malcomb Titrilla in *Tina* had as guest Comdr. Claude Chipfield of the Santa Barbara Power Squadron. Commodore Tom S. Crawford of the Santa Barbara Yacht Club participated with cruiser *Fair Winds*, with Andrew McDonough and Elden Smith aboard. Walter Parker's *Lorelei* carried several guests to the rendezvous.

JAMES F. DORRANCE, SR.

## LAYC'S LABOR DAY EVENTS

**L**OS ANGELES YACHT CLUB put on a cruise over the Labor Day holiday, with most of the fleet staying the three days at Howland's on Catalina Island. There was a race over to Howland's on August 30th, which was won by a big margin by Walter Elliott's California 32 *Escapade*, sailed by his son, Danny Elliott, Bill Zinsmeyer's *Bagatelle* was second and Bob Cryser's *Electra*, sailed by Emmett Harvey, third. The prize this time was really worth while, nothing less than the venerable Times Trophy, first raced for in 1903.

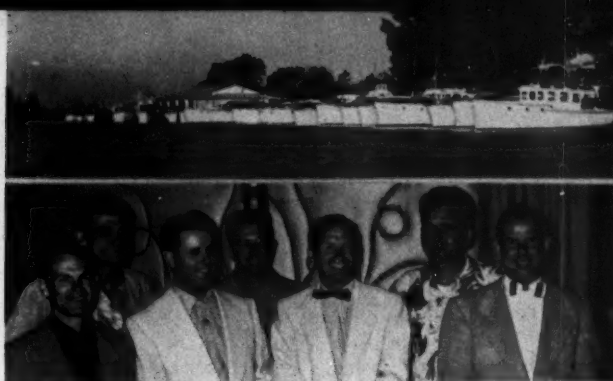
On the 31st the PC's, eight of 'em competed for the Wrigley Trophy, with a starting line near Ship Rock, then around Eagle Rock near the West end and back to starting line. The boats were treated to a light westerly, then a light easterly and finally a good westerly. In the shifting conditions the fleet became scrambled and unscrambled a couple of times, but Ken Watts finally won with his *Puff*, Hilyard Brown was second and Fred Smales was third.

The rest of the fleet, which was quite numerous, simply vegetated, swam a little, swapped yarns and generally had such a good time it resented the passage of time that made it necessary to go back to work.

## SAN JOAQUIN SCUTTLEBUTT

**M**ILLERTON MOORINGS—Hoisting their vacation flags, Millerton sailors set sail in their land cruisers for well earned rests (?). The Fred Dodds and M. J. Lowells to Canada; the Holden Sanfords and Carl Rueggs to Carmel, where they sailed in the Stillwater Yacht Club Mercury Invitational Regatta; the Gene Brickers to Newport to buy a Thistle; and Bob Forkner to Newport where, with a teen-aged crew composed of his son, Dick, and B. B. Minor, he sailed to Catalina in his *Stella Maris*. Those L.M.S.A. members remaining in Fresno enjoyed barbecues, moonlight sails and swims at the lake. It's questionable as to who had the better rest, or better vacation. The series of Mercury races for the San Joaquin Valley division of the S.B.R.A. is now drawing to a close, with Ken Walsh in first place, Holden Sanford in second, and Bob Gaestel in third. In the San Francisco Bay area the leaders are Jim Enzensperger, John Koenig, Dorothy Orrick, and Ray Ashley. The runoff between the top three skippers from the two sections will be on October 18th at the Corinthian Yacht Club.

**YOSEMITE LAKE YACHTING**—Bob Gaestel did it again! Gaestel, who is the Mercury national champion, competed against 20 boats in the Stillwater Yacht Club's Invitational Mercury Regatta at Pebble Beach and, for the second year in a row, brought home to Merced the first place trophy. His Mercury is the *Rhythm*; his crew is his



Top: Some of the 68 visiting boats tied up at Stockton for the Water Regatta.

Bottom: Some of the Stockton trophy winners: Hubert Miller, Joe Balcao, Ed Santos, George Besafes, N. Orsi, Charles Besafes and Dervie Gallagher.

brother, Dick Gaestel. Other Merced sailors who participated in the Labor Day weekend races were Dan Flammer, Dave Paxton, Paul Innes, and Jess Roth. In a race on Lake Yosemite in which the prizes were "white elephants" provided by the skippers, Mrs. Jess Roth was first, Dan Flammer was second, and Irvine Smith third. It was at the end of this race that "Smitty" fell into the lake, by the unique method of walking off the stern of his boat.

**SAN JOAQUIN RIVER SAILORS**—"Alice's Adventures on the Pacific" seem just as exciting and much more realistic than that same character's experiences in Wonderland, to hear tell of Alice Porter's trip from Seattle to Stockton in the Porters' new cruiser, the *May B*. The crew of three experienced heavy winds, dense fog, and mountainous seas, which were made more perilous by the failure of the boat's automatic pilot and radio transmitter. Upon their arrival in Stockton, however, "Adventuresome Alice," although bruised and exhausted, announced that she has

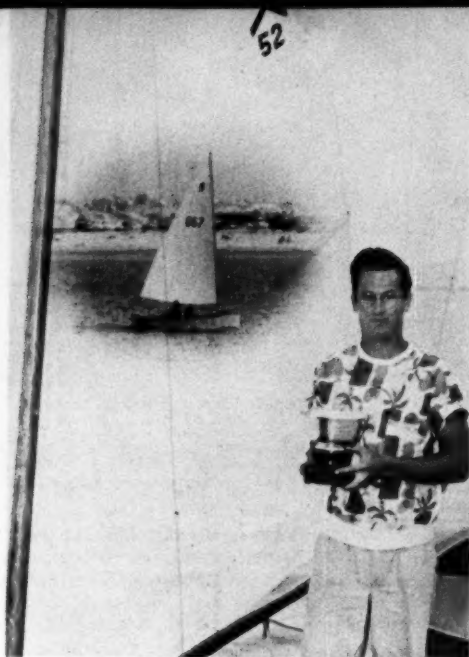


Above: Mission Bay YC sailing team. Left to right: Ross Kay, Dick Fanton, Past Commodore of SCYA: Carl Eichenlaub, Jr., Norval Diamond, Commodore MBYC, and Jack Brabban.

A start of the 21-boat fleet of Mercuries at the Stillwater Yacht Club's Mercury regatta on the Labor Day weekend.







—Photograph by Philip C. Acker  
The Penguin Fleet of Mission Bay Yacht Club has a new champion. He is Allan Pirie, shown here holding the Israel Perpetual Trophy.

sea-going cruises planned for all their vacations for years to come.

This summer's cruise of the Stockton Yacht Club to the Sacramento Club barge attracted the cruisers *Pol-Mar*, *Helene D*, *Namwob*, *Carol Ann*, *Ivaline*, *ElWay* and *Que Paso*. The yachtsmen enjoyed a "Bean and Weinie" feed prepared by the women on the first night of the weekend, and on the second night all the club members attended a dinner dance at the Show Boat. Poor Henry Hankins! After speeding most of the morning (on the Sacramento cruise) trying to get his gasoline stove going in order to cook his morning coffee, he discovered around noon that he had filled his stove with Clorox! These weekend cruises always seem to bring out the best in people. And it is the opinion of the Stockton Clubbers that if prizes were awarded for snoring, Wayne Courtright and Ed Kaiser would tie for first place. Their good friends state that in volume, pitch, resonance, and variety, they "can't be beat!"

Bill Chase, skipper of the 32 foot sloop *Moonmist*, moored his boat in Stillwater Cove at Pebble Beach for most of July and August, and at the beginning of September once again set sail for his home port of Stockton.

IRENE SANFORD

## FOR STORAGE OF BOATS

A HARBOR "garage" for use in storing small boats in this not overly-protected harbor is being pushed for by the Santa Monica recreation department and various civic groups. At present only larger pleasure craft can safely anchor in the harbor. Small boat owners must either moor their craft at Newport-Balboa, which is 2 hours away, or else truck the boats to and from Santa Monica whenever they want to use them.

As projected by the architects, the structure will consist of two 100-foot long buildings, constructed on the order of Hollywood's scene docks, each with three levels for boat storage. The buildings will face a common work space

from which a launching ramp will lead into the water.

Cost of the installation is estimated at \$10,000, which is expected to be recovered from rental charges.

BART SHERIDAN

## UNDER DIAMOND HEAD

THERE was considerable tension on Kaneohe Bay the morning of August 3, day of the final and decisive heat in the interclub team racing between Kaneohe and Waikiki YCs. Each team had rung up one win, with two out of three necessary to take home the Gillette Challenge trophy. Each previous victory had been by a lopsided score. Point-wise for the series, the two teams were practically even.

But seconds after the red starting flag had gone up, the series was decided. Kaneohe, led by Commodore Jess Ryno, got the jump at the start, widened its advantage in the first lap, and beat down a homestretch rally by the red-shirts at Waikiki. Score: Kaneohe 60¼, Waikiki 44.

The post-regatta party at Kaneohe clubhouse was a merry one. Reported one Waikiki skipper later: "They may have beaten us, but we took their clubhouse apart." Along with presentation of the trophy, which now starts its sixth year in KYC's possession, went a fresh challenge from the Honolulu-side sailors for another try in '53.

Kaneohe's plaque defenders, who rang up a total of 158¼ points, were team captain Cy Gillette, Commodore Jess Ryno, Phil Fisk, Bill Ballinger-Bill Froome, Wally Hawkins, Buddy Baptiste, Bill Hole, and Jay Vincent. Challenging Waikiki skippers, who scored 153½ points, were team captain Frank Rothwell, Art Myhre, Harry Uhler, Bob Southgate, Bob Miller, Jerry Sheeley, and Jim Rukin.

The boys sailing on Kaneohe Bay didn't notice it, but Hawaiian seas were disastrously rough that day. Mrs. Claire Humphrey's 46-foot converted fisher went on the rocks near the City-County built jetty at Kewalo, and became (like almost all other boats to ground there) a total loss. A rescue launch at Ala Wai Yacht Basin went out to investigate a reported drowning: In the new channel it caught a smashing comber that wrecked the cabin, smashed the windows, threw the six men aboard over the side. A Coast Guard cutter standing by brought the launch back, with some of the men on her—the others were helped in by life guards.

Adding to the catalog of disasters, two junior-type water sportsmen took a canoe out in the surf at Black Point, capsized it, and provided considerable excitement for the would-be rescuers who (1) came out on a surfboard; (2) came out on a catamaran that got into trouble in the waves and had to have a Coast Guard cutter sent to assist; (3) came to the beach to rescue (a) the surfboarder and (b) the boys in the canoe.

Later during the month the Hawaiian Powerboat Association held its regatta in Keahi Lagoon. Benny Lovell rammed over the 25-mile marathon to defend his hold on the Advertiser Cup. Second spot went to Ed Sorenson and Jim Pflueger, with J. Yamasaki third. In the shorter heats Jack Uyemura took the Class B Hydros, Art Grimmett the Class B Stock Utilities, Bob Miwa the Class C Service Hydros, and Bernie Lam Ho the Class F event.

Kaneohe Yacht Club ran off its three-heat series despite some heavy winds. Les Darnsted won the Lanikai YC trophy in the Mid-Pacific class, three points ahead of Hut Hutton, with John McDermott third, and Bob Wood and Jens Schultz tied for fourth.



# TRADE WINDS

## OUTBOARD MFRS. OK SF SHOW

**O**UTBOARD boat and motor manufacturers will have factory exhibits in the San Francisco Sports, Travel and Boat Show for the first time in 1953.

Approval of participation in next year's San Francisco exposition was voted at the annual meeting of the Boat Show Committee of the industry's trade associations in Chicago. Only two other shows have had such sanction in the past—the Chicago National Boat Show and the New York Motor Boat Show. The San Francisco show will be held March 6 through 15 in the San Francisco Civic Auditorium.

This action, according to Show Committee Chairman Hugo Biersach, Evinrude Motors, Milwaukee, is part of the industry's plan "To increase our service to the people of the West, where outboarding has shown a phenomenal growth in the past few years."

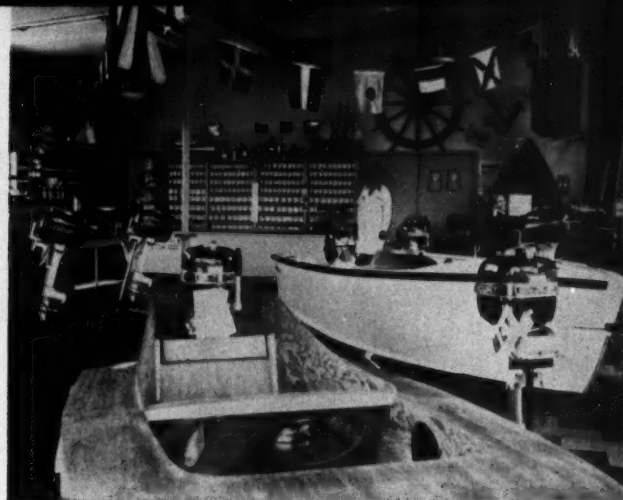
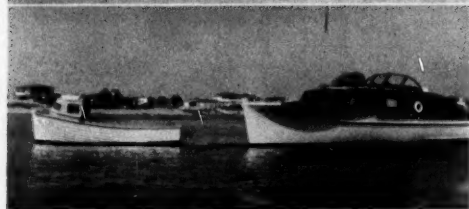
Other members of the industry Boat Show Committee are: Representing the Outboard Motor Manufacturers Association—H. T. McCune, Johnson Motors, Waukegan, Illinois; Earle DuMonte, Champion Motors Company, Minneapolis. Representing the Outboard Boat Manufacturers Association—C. H. Foster, Dunphy Boat Corporation, Oshkosh, Wisconsin; Grant Thompson, Thompson Brothers Boat Manufacturing Company, Peshtigo, Wisconsin; and Ray Wagemaker, Wagemaker Company, Grand Rapids, Michigan.

## THOMSON NOW KERMATH DISTRIBUTOR

**T**HOMSON MACHINE WORKS CO., 235 First St., San Francisco, one of the Pacific Coast's oldest and best known marine engine distributors and repair and installation firms, has been appointed northern California distributor of the well known Kermath line of marine engines, according to an announcement by William Marchington, vice-president of the Thomson Machine Works Co.

"We have on hand a complete stock of Kermath engine replacement parts, and in our display rooms is a representa-

*"Service Afloat" is a business that maintains yachts and performs just about any service an owner wants at Newport Harbor, Cal. The upper picture shows its headquarters, the staff and the two trucks. Below, its service launch is towing a boat from her mooring to the service floats of the company.*



*With the opening of the fully restocked University Boat Mart in Seattle has come increased emphasis upon Mercury Outboards and International Paints. The International Paint display was planned in conjunction with J. H. Kelly, Washington distributor.*

tive group of the popular Kermath line of engines," said Mr. Marchington.

Kermath engines come in sizes from 5 to 580 hp. Among the most popular models are three 'six cylinder models, the Sea Prince, 100 hp. at 3600 rpm.; Sea Rover, 130 hp. at 3000 rpm., and Sea Mate Special, 160 hp. at 3000 rpm.

Then there is the Sea-Jeep, a four cylinder engine, with 134 cu. in. displacement, which puts out 61 hp. at 3600 rpm., and is reported to be surprisingly low on gas consumption; the Sea-Cub, another four cylinder engine, with 25 hp.; and the Sea-Twin, a two cylinder engine developing 10 hp. at 3000 rpm.

## SALES MGR. FOR SHEPHERD

**F**RANK CHALUPNIK has been appointed sales manager for Shepherd Marine in San Diego. He is a familiar and well-liked member of the marine industry, having lived in Southern California since 1913 and serving as a member of Shepherd Marine staff in San Diego for eight years.

He was formerly Service Manager for Shepherd services in San Diego and he replaces Webb Hurt who has gone into business for himself in Texas.

William Palmer has been appointed San Diego Service Manager for Shepherd. He has had over seven years of shop experience with Shepherd and has been working with diesel engines and allied equipment for 19 years.



*Frank Chalupnik, Sales Manager for Shepherd Marine in San Diego.*

## SERVICE AFLOAT, A UNIQUE BUSINESS

**D**OWN at Newport Harbor (Cal.) the owners have come to depend upon Service Afloat for the maintenance of their boats. This business resulted from a brainstorm shared by Dick Stewart and Chuck Ullman, two of the most enthusiastic yachtsmen on the Pacific Coast. While they themselves found great enjoyment in keeping up their



Recently installed on the 55-ft. motor sailer *Ripple* was a Raytheon 35-Watt, Model RG-X Coastal Harbor and High Frequency radiotele. This set is receiving considerable attention from those interested in long range radio transmission. At left is Lauri Suikki, skipper of *Ripple* and Bill Thompson, owner of Nautical Radio Co., Newport Beach.

own boats, they realized that many owners did not and that others did not have the time for it. They decided to provide this service, and even they were surprised at the instant acceptance of the idea. At first they worked only on a monthly fee for ordinary maintenance work, but soon found that different individuals had different needs, so now some of their work is on a yearly, some on a monthly basis, while still others prefer to have them work only by the job.

Service Afloat does haulouts, painting, rigging and general maintenance, but no engine work. That they consider in an entirely separate category, calling for specialists. A big part of the great success they have enjoyed stems from the thorough knowledge of both partners in yacht maintenance. They never take a job that they couldn't carry through personally if they had to. And they have never stopped doing it, for Chuck owns a 50-ft. sloop, while Dick is the owner of two boats, a 31-ft. Diesel motor sailer and a 32-ft. ocean racing sloop.

When the business was organized in 1946 the boat they use for service was also the office. Today they have a large shed to house their supplies and tools, a boat, two trucks and they employ an average of about eight men. In the course of a year there are about 150 to 200 boats entrusted to their care.

### NEW BOATS ON SF BAY

SOME new sails will be seen on the waters in the next few months. Jim Castle just recently purchased the *Delight*, a beautiful natural wood finish 40-foot auxiliary sloop which was built in Sweden. Irving Baltzer and his partner recently launched their 41-foot steel ketch which has been building on the Oakland Estuary near the Fruitvale Bridge during the last year. Jack Lewis and John Walker, who have been rebuilding a 28-foot double ended ketch at Webster Anchorage during the last year, recently sailed for Honolulu via Los Angeles. A. L. Souza has purchased Fred Cutter's power cruiser, *Maritia* and named her *Pam II*. It will be docked at Antioch and will sail with the Pittsburg Flotilla No. 31 Coast Guard Auxiliary Fleet. Norman Allinger has purchased the Bear Boat *Good News* and will put it under the Encinal Burgee for the future.

### NEW GRAYS FROM HALL-YOUNG

JOE FINOCCHIO, well known San Francisco night club owner, is repowering his 34 foot Kneass-built cruiser, *Flying Dutchman* with a Graymarine Model 115 engine, with 2½-1 reduction gear, from Hall-Young Co., Fishermen's Wharf, San Francisco.

Finocchio also purchased a new Columbian propeller, Goodrich cutless bearings, and Aquaclear feeders from the Hall-Young Co.

*Flying Dutchman* sleeps four, and she is equipped with a Fisher radio telephone, and other extras. Finocchio uses her for sport fishing for salmon outside the Gate, and for striped bass fishing around the Bay and Delta regions, as well as for just plain cruising.

Lloyd Rees, San Francisco, member of the Marin and Berkeley Yacht Clubs, has repowered his well known 52 foot auxiliary cutter, *Yo-Ho-Ho* with a Graymarine Lugger 6-226 purchased from Hall-Young Co., Fishermen's Wharf, San Francisco.

### MOORE NOW WITH RAYTHEON

GEORGE R. MOORE, who became associated with Raytheon Mfg. Co. as a radar field engineer in 1942, has now been assigned to the San Francisco office of the company as service engineer.

He takes the place of Vic Battani who is now associated with the government contracts field engineering division of Raytheon.

### SALES BY PADDOCK

PADDOCK'S UPTOWN YACHT HARBOR, Stockton, Calif., has delivered a new 18 foot Mercury speed boat to Ted Dye.

Howard Yeager's 34 foot Hunter cruiser has been sold through Uptown Yacht Harbor to Irv Sowash, a member of the Stockton Yacht Club.

Dr. Lyle Moore has purchased a used Hunter 34 through Uptown Yacht Harbor.

### NEW LADD DEALER

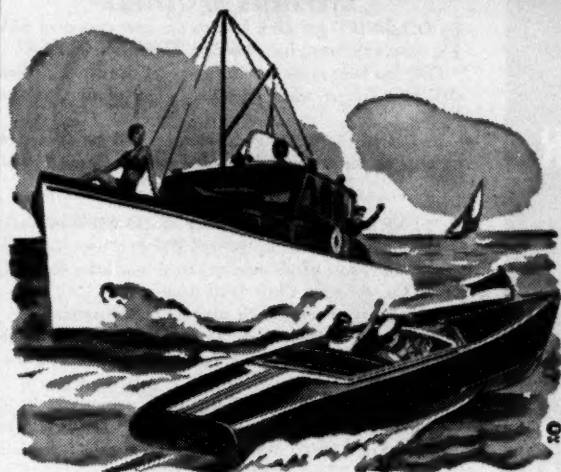
STANFORD'S, INC., Burbank, Calif., is a new dealer for Ladd Built Boats, Stockton, Calif., according to George Ladd, partner in the company.



Clyde C. Williams, Gen. Mgr. Chrysler Marine & Industrial Engine Corp., has moved the entire plant and staff to Trenton, Mich., in order to step up production.

# SMITH'S

FINE FOODS FOR LESS



FOR HIGHEST QUALITY  
AND LOWEST PRICES

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## SMITHS BIG MARKET

On Your Way to the Harbor  
and Stock Up on

- MEATS      • GROCERIES      • LIQUORS
- CANDY      • FRUITS      • DRUG SUNDRIES

Open 7 Days a Week Til Midnight

401 S. Alameda In Compton

Last month George took a truck and trailer load of four Ladd Built Boats, ranging in size from 15 to 19 feet to Southland dealers, including DePew's Boat Mart, San Diego.

### NEW VICE-PRESIDENT OF NORDBERG

THE election of Admiral A. G. Noble, USN, (Retired), as Executive Vice-President; a member of the Executive Committee and a member of the Board of Directors of the Nordberg Manufacturing Company, Milwaukee, was announced today by Robert E. Friend, President, and James A. Friend, Senior Vice-President.

Admiral Noble comes to Nordberg from Martin-Parry Corp. of Toledo, where he was Vice-President and General Manager since his retirement from the Navy. He will take over his duties as Executive Vice-President of the Nordberg Manufacturing Company on October 1, 1952.

Nordberg Manufacturing Company, established in 1890, has long been a major factor in the production of Diesel engines for both ship propulsion and stationary power applications. Nordberg engines range in size from 10 to over 10,000 horsepower per unit.

### TWO MORE K-38s

TWO more K-38 racing-cruising sloops by Kettenburg Boat Works, San Diego, were delivered in August to Southern California yachtsmen. In the series, *Perk-Up*, for William Burnett, Southwestern Yacht Club, San Diego is No. 16; *Tatalina*, for J. Harvey Chambers, San Diego Yacht Club, is No. 17. Each boat has for auxiliary power a Gray Lugger, No. 4-69., and each is painted throughout with Andrew Brown Brolite.

### NEW DEVICES BY J. B. BRASS

THE J. B. Brass Foundry Corp., New York, manufacturers of marine hardware, announces the latest of its products: a combination clutch and throttle control, whose unique characteristic is a single handle that operates clutch and throttle in both forward and reverse positions. Also new and listed in the company's most recent bulletin is a versatile, chrome-plate, marine combination quadrant which is utilized as a clutch and throttle control with choke provisions. A heavy-duty exposed Bevel steerer made of bronze with 20 tooth 1-to-1 radio machine-cut bevel gears is also being presented.

The company has started production on the Quad-Troll, designed for easy, efficient trolling, a device which may also be used as a variable position antenna base.

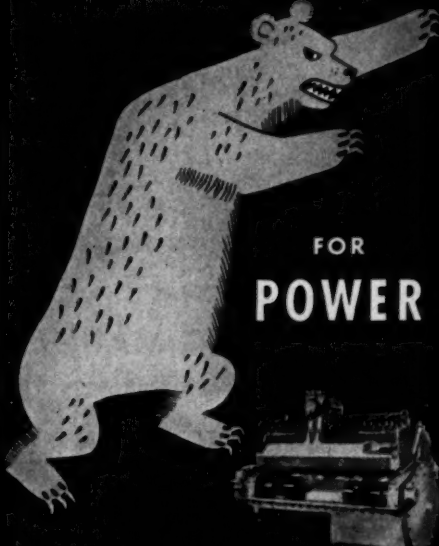
In recent months the J. B. Brass Foundry Corp. has been engaged in the manufacture of above-and-below deck hardware for more than 75 45-foot Mark V navy picket boats.

### ACTIVITY AT MORGANCRAFT

MORGANCRAFT BOAT CO., Gardena, Calif. recently launched another H-28. The hull was built for James Powe of Los Angeles who finished the boat himself. There is a Gray auxiliary, a 4-112. Stainless steel rigging was used and Kenneth Watts has furnished the sail; Brolite paints were used on the *Ticks II*, which is now moored at Fleitz Bros., in San Pedro. Decks are of teak construction; planking, of fir.

Morgancraft Boat Co., which has been building skiffs for 14 years in Southern California, recently delivered six 14' x 52½" plywood craft for use on June Lake in the





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LOWEST COST

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Series	Horsepower	R.P.M.	Cu. In. Displ.	Price
<b>STANDARD MODELS</b>				
30	50	3200	134	\$ 679.00
F-4	81	3000	220	1,021.00
Seiner Special	81	3000	220	
90*	95	3000	230	929.00
Mercury	100	3600	279	826.00
100*	110	3000	320	1,237.00
6-339*	140	3200	339	1,442.00
150	185	3000	447	2,572.00
160	175	2400	548	3,186.00
170	200	2400	611	3,278.00
200	225	2400	678	3,370.00
300	350	2600	894	4,862.00

<b>SPECIAL HIGH SPEED</b>				
4-60	60	3400	134	\$ 679.00
6-95*	95	3000	230	929.00
6-110*	110	3600	236	1,019.00
6-130*	130	3200	320	1,252.00
6-145*	145	3200	339	1,457.00
6-158*	158	3400	339	1,500.00

<b>DIESELS</b>				
6-168 Coast Guard Life Saver	50	3000	166	\$ 2,722.00
7000*	79	2600	255	2,754.00
8500*	84	2600	298	3,051.00
6-935	220	2900	935	16,808.00

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High Sierras. Lake Henshaw now has 25 of the 14' Ro-Paks, constructed of U. S. Plywood and using Weldwood glue. Rincon Lodge, reports Morgancraft, is using 40 of the 14 and 16-footers. The Morgan yard has recently become a dealer for Scott-Atwater outboards, and is well known for its v-bottom skiffs, particularly suited to salt-water fishing.

### NEW CREW MEMBERS AT STEPHENS BROTHERS

ROD SWIFT and Dick Loomis are now associated with Stephens Bros., Inc., Stockton, Calif., shipbuilders.

Dick has been made purchasing agent. He has an Acorn class boat *Ginger* which flies the burgee of the Stockton Sailing Club.

Rod is in the drafting department, and he is a crew member on the Stephens Brothers Farallone Clipper *Debit*.

### NEW CHRIS-CRAFT

HENRY BOWMAN, member of the Stockton Yacht Club, and owner of the well known cruiser *Namwob*, is now in charge of all new and used boat sales for R. E. Olsen Co., Stockton Chris Craft dealers.

Bowman is an enthusiastic over-the-bottom racer.

Roy Flood, Oakdale, member of the Delta Yacht Club, has taken delivery of a 33 foot double cabin, inclosed Chris Craft cruiser.

Arthur Saylor, Stockton Yacht Club, recently took delivery of a 22-foot Chris Craft Express cruiser. William Owens, Tracy, took delivery of an 18-foot Chris Craft Riviera, and Walter McGilvrey, Stockton, purchased an 18-foot Chris Craft runabout.

### SALES BY FREMONT BOAT CO.

TOM WHEELER'S Fremont Boat Co. reports the recent transfer of two well-known sailboats and a cruiser in Seattle. *Watanga*, Ted Jacobson's 38-foot racing sloop, has been sold to Ed Howard of Renton, and *Pampero*, 38-foot cruising ketch formerly owned by Henry Eilers, has been sold to Ira Hall of Seattle. Mr. Hall, a retired marine engineer, will make his permanent residence on the *Pampero*, cruising the Sound and visiting relatives on Waldron Island and Boundary Bay during the sailing season, and wintering in Seattle. A third recent sale handled by Fremont is that of the 40-foot Edwin Monk-designed cruiser *Accolade* belonging to Dave Williams, purchased by Brad McLaughlin of Seattle. *Accolade* is currently undergoing overhaul at the Chambers and Franck boatyard on Lake Union.

All three boats were sold through the agency of Fremont Boat Co.

### SAILS FOR PENGUIN NATIONALS

HERBERT SINNHOFFER, sailmaker of Point Loma, San Diego, equipped Bert Israel's Penguin class craft with a suit of Egyptian cotton sails before the Penguin expert left for the Penguin National Regatta at Biloxi, Mississippi in August. Israel was president of the national Penguin organization in 1951.

### APELCO INSTALLATIONS

JAMES A. BARTELL, owner of the Harbor Marine Radio, now in its new headquarters on Coast Highway, Newport Beach, reports that installations of radiotelephones and depth recorders are brisk in his area. The 40-foot Harco





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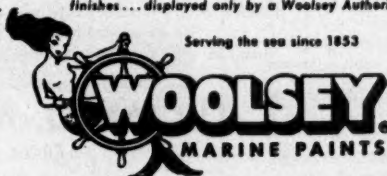
### Vinyl Anti-fouling Racing Finish

Absolutely repellent to barnacles, borers, and other marine organisms! To you, this means fewer haul outs . . . without laborious scraping and frequent refinishing. Your boat is sleeker, faster and more responsive with 'Vinyl' on the bottom.

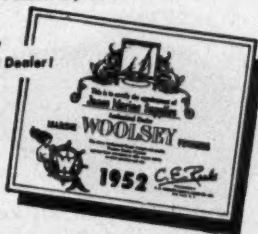
### Cawlux Marine Finish

This rugged marine finish in fume-proof White and non-fading Colors is designed to take a beating on deck, topsides and cabin surfaces. Smooth, hard and brilliant, 'Cawlux' holds its lustre longer and is easily cleaned because dirt won't become embedded.

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Oregon Marine Supply Company, 235 S.W. First Ave., Portland 4, Ore. San Diego Marine Hardware, 1502 India Street, San Diego, California  
Weeks-Howe-Emerson Company, 255 Mission St., San Francisco 5, Calif. Marine Hardware Inc., 509 South Beacon Street, San Pedro, California

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"We take great pride in our boat and equipment," says Frank Ivanovich, an owner of the "Maria Rose." First of the unlimited Alaskan Seiners with S-N Gears, it is now in its 4th year of flawless service. A 150 H.P. Lorimer Diesel, and S-N Gears with superior cone type clutch, was their choice.

### for DEPENDABLE MANEUVERING

"For river and towing work, S-N Gears make a boat more dependable than with two-way engines," states Glenn M. Crain, owner of the "Smoky City," Pittsburgh. This stern paddle wheeler's Caterpillar Diesel is complemented by S-N air-controlled Gear that transmits power instantly and simplifies maneuvering.

### for DEPENDABLE PERFORMANCE

"Tide work around wharfs makes it necessary to have a dependable reverse gear on our 135 H.P. Murphy Diesel," says R. A. MacLean of Harbor Supply Oil Co., owner of "Portland Gulf." S-N's balanced gear train assures long, trouble-free service under every condition.

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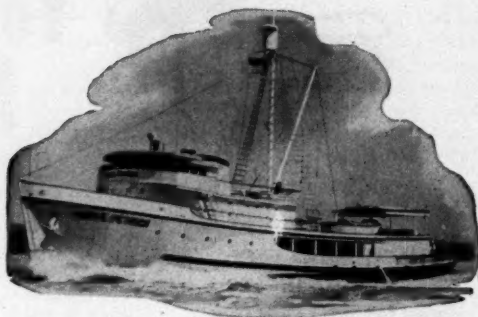


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PROPELLER SHAFT

*Gilbar III* now is cruising with a 156-B Apelco radiotelephone and a DFR-9 Apelco direction finder. On the *Doncarel*, owned by Don Atkinson, is now operating a DFR-10 Apelco direction finder and a Model 98 Apelco transmitter. Bartell is dealer for Bendix depth recorders in the Newport Beach area.

### RAYTHEON HIGH SEAS INSTALLED

**N**AUTICAL RADIO, Newport Beach, reports the installation of several high seas radiotelephones, in which equipment they are specialists, on pleasure craft. A 35-watt Raytheon high seas unit has gone aboard the *Clearing II* of Newport Beach; and on the *Hi-Ball III*, also of Newport Beach. A similar high seas set was installed on the ketch *Vileebi*, owned by Donald B. Kellogg, and with this radiotelephone was installed a custom-engineered co-axial antenna, 17-meg. frequency only.

### MOTOR SAILER LAUNCHED

**F**ELLOWS & STEWART, Terminal Island, have launched the new 58-foot motor sailer, designed by William Garden of Seattle. The craft is owned by George Mitchell of Pasadena, who last year sold his *Ripple*, a 54-ft. ketch.

### AT CRAIG SHIPBUILDING

**A**RT WILLIAMS, formerly with Consolidated Steel Corp. shipyard, Wilmington, Calif., has been appointed general superintendent of the Craig Shipbuilding Co., Long Beach, succeeding Ernest C. Hadrath, a veteran employee who recently retired.

### ATLAS MARINE SUPPLY CO.

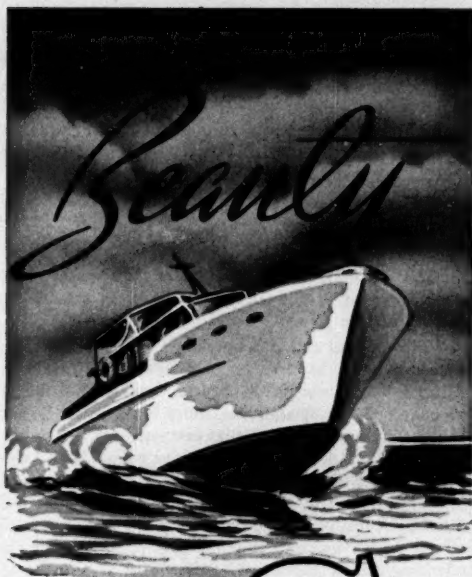
**S**IGMUND BAARDSEN, president of the Atlas Marine Supply Co., San Pedro, distributor for Red Hand Compositions and for Devoe & Reynolds marine finishes in the San Pedro area, has announced an expanded service. Rolf A. Bergh has been appointed sales manager; Arne Norby and Haakon Gundersen are outside sales representatives.

### NEW ITEMS BY GORDON HOLCOMBE

**T**HE well-known San Francisco sailmaker, Gordon Holcombe Co., are now fabricating sails of Nylon and orlon. Mr. Holcombe and his assistants are also experimenting with acid and spark resisting synthetic hatch tarpaulins. Among other interesting items fabricated by this organization are a double hatch tent of very light weight, foul weather gear, mattresses and water-tight zippers, all made of a vinyl material with electronically welded seams.

### UNIVERSITY BOAT MART

**J.** A. VANDERPOOL has undertaken management of the ship's store and chandlery department at the University Boat Mart in Seattle. Mr. Vanderpool is well known for his outboard racing record in the Rocky Mountain area, having twice challenged the world's record in 225 cu. in. hydroplanes. As a former Mercury outboard distributor in Colorado fishing centers, Mr. Vanderpool will apply his experience to serve Mercury owners and buyers in the Northwest.



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● A quiet W-C Electric Water System will give you the pleasure of running water in the galley and head by simply turning a faucet! No hand pump is necessary. It's easy to connect the electric pump to your water

tank and to the desired outlets. One pump will deliver water to any number of faucets. No pressure tank is needed as each faucet has a built-in switch controlling operation of the pump. Open the faucet and you have running water—close it and the pump stops!

● The bilges of most boats have two low points—one where water naturally gathers while the boat is at anchor, and the other where it collects when the boat is running. Two bilge pumps are really needed, one to handle each water-gathering spot. And, that's where the W-C "Squatty" Electric Bilge Pump comes to the rescue—offering you a small, powerful, inexpensive second pump. Manually operated so you'll always know when it's working, the control switch may be installed just where you want it. The pump's swivel-mounting feature permits quick, easy cleaning of the strainer!



● The W-C Flax Bearing Self-Aligning Shaft Log offers you an ideal light intermediate bearing. The grease-impregnated flax bearing is just the right bearing on flexible shaft logs. It will not score the shaft—reduces friction to a minimum—gives years of dependable service.

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## KINKS

(Continued from Page 24)

peatedly beneath the dock edge and cause considerable damage and wear. However, if any part of the rail runs higher than the dock, moor the boat so that it is held with this part of the rail against the dock and the lower parts are kept away from it. Short and long mooring lines will do this very easily as shown.

## NEWPORT GOING STRONG

(Continued from Page 26)

brothers the PC's, Rhodes and Luders 16's would battle it out over the 8 mile triangle in the ocean outside the harbor entrance.

While all this racing was taking place the fishermen were finding the 1952 season to be one of the best ever. Albacore were brought in by the dozens and marlin abounded. The first marlin was landed by Mrs. Paul Rogers of the female anglers while the first man was Roy Pelton who boated a 186-lb. beauty from the cruiser *Lady Luck*. Biggest fish of the season so far is the 194-pounder weighed in by Henry Wright using light tackle. However, the real fish story is that of the giant manta ray that was harpooned off the harbor entrance and promptly began to pull the offending cruiser backwards! Some 75 shots from a 45 pistol failed to disturb the giant which was finally dragged ashore to show a wing tip length of 14 feet and a weight of 1,485 lbs.

Some 190 boats raced in the NHYC 18th ANNUAL RACE WEEK in 18 classes. Tom Frost in the Snipes showed the way over 18 rivals but Len Smith the Inter-collegiate Pacific Coast Champion for 1952 took 2nd spot without being able to race in the Friday's race! 3rd was the Snowbird champ Fred Miller. Peter Frost topped 32 Snowbirds and John Ferrier took the International 14's in his Worlds Champion *Exterminator*. Not counting Saturday's Tideland Race John Percy still took the Rhodes Championship over 10 rivals and Walt Elliott pulled out a close one from *Antigua* (sailed by young Phil Ramser) and *Bagatelle* (who took 2nd on corrected time) in the Ocean Racing Class.

Other results:

Star 14— <i>Sioux</i> .....	Irwin Democskoayi
Firefly 5— <i>My Boat</i> .....	Bob Griffes
S Coast 10's— <i>Flying Teacup</i> .....	Cedric Sanders
Penguin 7— <i>Challenger</i> .....	Philip King
Luders 16 17— <i>Vixen</i> .....	John Hurndall
PC 10— <i>Paloma</i> .....	Mike Burke
Int. 110 3— <i>Princess</i> .....	Harold Schierholt
Albatross 7— <i>Kelea</i> .....	Anton Laubersheimer
Dinkitten 5— <i>Glasgow</i> .....	Dick Lewis
Lehman 14— <i>The Brew</i> .....	Roger Welch
Falcon 14— <i>Merlin</i> .....	Jane Noble
Skimmer 7— <i>Woodwind</i> .....	Harry Wood
Thistle 3— <i>Wasp</i> .....	John Daniel

## FIRST CRUISE OF Y.R.U.

(Continued from Page 27)

although they were behind the big fellows. On this day *Cotton Blossom* showed that she will decidedly have to be reckoned with, now that she is equipped with racing sails. In the race from Newport *Kitten* worked out a lead, but





*Sailor  
Sam  
Sez:-*

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For Sale—Real deep water Cruising Schooner. Built 1937 of heavy selected material. Diesel power 1951. She sleeps 8, good galley, lots of deck space. For the man with the unlimited horizon ahead, he can't do better. Dimensions: 57'4" x 42'5" x 14'10" x 8'10".



For Sale—Husky, roomy Cruiser, powered with 2 Superior Diesels. Good cruising radius, lots of comfort and a proven seaboard. She has 2 double staterooms, 3 toilets, large well equipped galley, 2 1/2 KW generating power. Dimensions: 48' x 13' x 3'6".



For Sale—Beautifully built and designed Late Union Cruiser. Double-planked, teak houses and decks. Repowered with Chrysler 1947, many extras of the costly kind. She sleeps 6 in real comfort, 2 toilet rooms, large galley, etc. Dimensions: 53'9" x 52' x 11'6" x 3'6". A really good value.



For Sale—Practically new smart Sport Twin Screw Power Cruiser. Plywood hull fibre glass covered, Flagship engines, 750 watt generator, auto bilge pump, etc. She sleeps 6 in comfort, lots of elbow room. Clean and ready to go. Dimensions: 36' x 12'6" x 2'4".



For Sale—Smart, able, popular Dunigan Aus Sloop, built 1946. Fine inventory of sails and gear. Gray engine, 5 to 5 radio, inflatable dinghy, etc. She sleeps 4, has good toilet room and galley. A good boat with a good record. Dimensions: 30' x 22' x 8' x 5'.

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Foot of 22nd St., San Pedro, Calif.  
Terminal 2-7006 or Terminal 3-2492

26' 1946 Harreshoff Sloop, Sleeps 3, Aux. Head	\$ 2,500
24' Mahogany Sloop, Teak Decks, 4 Bunks, Gray Aux., Head	2,950
26' Seabird Yawl, 4 Berths, Aux., Galley, Head, Asking	3,350
27' Feather Type Sloop, Sleeps 2-4, Fast	1,295
28' H-28 Sloop, Sleeps 4, Full Head Room, A Real Beauty	6,800
33' 1947 Dunigan Sloop, Sleeps 4, Dog House, Teak Decks	9,000
76' Husky Gaff Cruising Schooner, Accommodates 11, Shower	16,500
64' Beautiful Racing Yawl, New Waits Sails, One of the Best	39,000
20' 1951 Fast 30 mph Easness Cruiser, 2 Bunks, 130 HP Engine	3,250
20' 1946 Drake Craft, Radio, Ball Tank, 20 mph, Sleeps 2	4,250
28' 1927 Matthews, Sleeps 2, Chrys. 100 HP, Clean	2,000
30' 1947 Hunt Craft, Sleeps 4, Chrys. 115 HP, Radio	7,800
32' 1948 Essandee, Tr. Chrys. 160's, Accommodates 6, Radio	8,100
54' Great Lakes Cruiser, Tr. Hall Scotts, Sleeps 8, Radio	9,500

Subject to prior sale or withdrawal without notice. Particulars believed correct but not guaranteed.

### At LIDO PENINSULA YACHT ANCHORAGE

Foot of 31st St., Newport Beach, Calif.  
Tel. Harbor 1696 or Harbor 2351

POWER	
18' Essandee Utility Runabout, Gray Eng.	\$ 1,000
24' 1951 Chris Craft Express, Sips 2, C. C. Eng.	6,000
25' 1951 Sportfisher, Sips 2, Chrysler	5,500
30' Twin Screw Cruiser, Sips 4, R. Tel., Clean	6,500
41' Commercial Fish, Diesel Power, Ball Tank—Buy	5,000
117' Steel Twin Diesel Offshore Yacht—Real Value	85,000

SAIL	
17' Teak Lady Sloop, R. Tel., Sips 2—a Real Value	Make Offer
26' Aux. Cutter, Sips 4, Well Kept, Dog House, etc.	2,750
34' Converted 6 Metre Sloop, Sleeps 2, Reduced to	1,750
41' Aux. Sloop, Good Racing Record, Sips 4, Well Equipt.	11,950
65' Aux. Schooner, Honolulu Race Thrust, an Exc. Buy	20,000

there was a mix-up about the finish line, which made the results inconclusive. Harvey Somers, sailing his first race with *Amorita*, made a splendid showing and will make the others step in the future.

On Saturday the entire fleet raced from Long Point to a committee boat near Arrow Point, with a run back to Howland's, where all hands spent the night. In a good fresh westerly *Patolita* gave the others a demonstration of how a big single-sticker can punch up to windward. She led the way by 13 minutes actual time over the Ten Meter *Santa Maria* and saved her allowance by 1 min. 2 sec. It was a beautiful performance. *Santa Maria* was second on corrected time, which brought many congratulations to Jim Kuehn, who gave the sister ship, Ken Schmidt's *Hilaria*, quite a waxing. Some skippers got all tangled trying to outfox the Isthmus breeze, while others solved the problem neatly and came up with "A's" in geometry. Walt Elliott, one of the hardest skippers in the entire Southland to beat, was third with *Escapade* and Gene Trepte was fourth with his *Evening Star* from San Diego.

Next morning Don Barber, Commodore of LAYC and the YRU, presented the trophies before an enthusiastic audience. Then came the wind-up with races to Newport and Los Angeles Harbor. In the first-named Bill Zinsmeyer's *Bagatelle* was the winner, Hal Ramser's PCC *Antigua* second and Admiral R. W. Decker's yawl *Golden Bird* third. The L. A. Harbor run was taken by Prent Fulmor's *Stagbound*, followed by Dr. Chet Nugent's *Diablo* and the *Santa Maria*. Incidentally, it was like old times to see *Diablo* lead the fleet to the finish line.

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18' Garwood utility, Chrysler marine engine.....	1,350.00

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26' Aux. Sloop .....	1475.00	type. Bilt. '45. All mahog.	
17' Fairliner Torpedo .....	1750.00	and teak. Boat in xint. con-	
		dition. Sacrifice .....	\$1075.00

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17' Thistle, with trailer.....	\$860.00	16' Dory, outbd. well,	
19' Lightning, new sails .....	800.00	ball tank .....	\$295.00
16' C/C outbd. runabout .....	375.00	Snowbird with sand dolly .....	195.00
New 17' Ladd built outboard cabin cruiser, sleeps 2 .....		International 14, excl. cond. .....	650.00
			\$1,160.00

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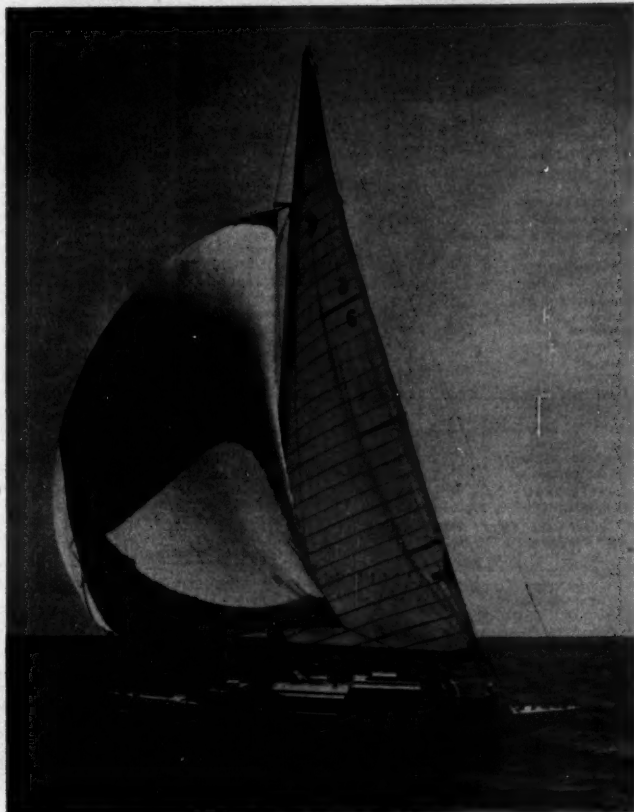
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### FOR SALE

**PERFECTLY BEAUTIFUL 44' AUX. SLOOP**



*(Similar to Above)*

Built in 1946, bronze fastenings, lead keel, stainless rigging, hollow spars, complete inventory of 5 sails, Hughes dinghy, dinghy and sail covers, fixed CO-2 system, new airfoam mattresses thruout, complete stainless steel galley, 3-burner stove with oven, Gray engine new 1951, 40-gal. fuel tank, 100 gals. water capacity, new batteries, new propeller, built-in electric running lights, 20-Watt S to S phone, new boat cover, Kenyon log, clock and barometer, teak cockpit sole, cockpit awning, direction finder, 2 compasses, Groco toilet new 1951, stainless pulpit, life lines and stanchions, new cabin rug, mahogany boarding ladder, complete linens, blankets, galley equipment, etc.

This fine Aux. Sloop sleeps 4 to 6 in real comfort. She was surveyed in 1951 and appears to be in A-1 condition. Dimensions: 44'3" x 30' x 9'6" x 6'6".

Priced at \$15,500, which is a bit more than half of her present-day replacement cost.

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## Pleasure Craft of All Types Available FOR SALE OR CHARTER



For the real Sportsman, this rugged 83' Yacht, built for comfort and fishing. Powered with two late model factory 6-71 KW Palmer Diesel generators, dual controls, pilot, fuelometer, refrigerated hold, bait tank, etc. Beautiful interior arrangement with ample sleeping accommodations. An ideal boat for Mexican waters. Asking \$40,000. Shown by appointment only.



277 x 38 x 16' Steamship, licensed for 1600 coastwise day passengers and freight handling. Gross tonnage 1985, net 1184. Has two triple expansion engines, iron hull. Economical speed laden 12.5 knots. Cargo capacity 8236 cu. ft. (50 tons). Priced for immediate sale by offers. Shown by appointment only.

### CRUISERS

22' Sportfisher, 115 hp. Chrysler engine	\$ 1,200
18' Runabout, built 1950, clean	Offer
21' Cabin Cruiser, sleeps 4. Mercury	1,750
23' Sportfisher, built tank. Built 1945	1,950
26' 3 cockpit Runabout, built Chris-Craft. Royal	2,300
22' Cabin Cruiser, built by Drake 1950	2,500
25' Cruiser, built 1947. Chrysler	2,200
28' Sportfisher, built by Greco 1945. Kermath	2,500
24' Jeffries Sportfisher. Mercury engine	2,750
26' Steelcraft Sedan Cruiser.	
Completely reconditioned	2,750
24' Truscott, new 115 hp Chrys., radio	3,300
24' Flying Bridge Steelcraft. 115 hp. Chrysler	3,350
30' Charter, built 1947. Royal	3,500
24' Cabin Cruiser, built 1952. Chrysler Royal	3,500
36' Sportfisher, built 1944. 143 hp. Royal	3,750
35' Family Cruiser, built 1936. Gray engine	3,750
30' Motorsailer, sleeps five. Clean	3,750
30' Cabin Cruiser, built 1945. Universal	3,900
28' Cabin Cruiser, sleeps 4. Mercury	3,950
24' Flying Bridge Cruiser, built by Akerman	4,000
34' Sportfisher, built by Higgins. 165 hp Diesel	4,000
24' Motorsailer, built by Matthews. Sleeps 4. Gray	4,200
30' Cabin Cruiser, built 1946. Sleeps 4. Chrysler	4,950
42' Charter Boat, licensed 15. Hall Scott	4,750
37' Sedan Cabin Cruiser,	
built Fellows & Stewart. Chrys.	5,950
36' Cruiser, built 1947. Sleeps 6. Royal	7,100
31' Plywood Cruiser, built 1952. Hall Scott	7,700
30' Huntcraft, built 1947. Sleeps 4	5,500
63' Shain Cabin Cruiser. 2 Chrysler Crowns	29,500
63' Custom Harco Express Flying Bridge Cruiser	35,000
106' Cruiser, built 1947. Twin Royals	35,000
54' Stephens, sleeps 8. 2 Continentals	38,000
48' Stephens. Twin Chrysler Royals	34,000
72' Beautiful TS Diesel Wheeler. Exceptional	45,000
100' Luxurious Diesel Yacht	75,000
75' Cabin Cruiser. 4 staterooms. G.M. Diesel	75,000

### SAIL

20' Sloop, sleeps 2. Utility Universal	1,100
26' Ketch, built 1946. Kermath	1,800
25' Cutter, built in Norway. Gray	2,150
26' Ketch, built 1947. Sleep 2-4	2,750
32' Cutter. Sleeps 4. Universal	4,500
35' Harreshoff Ketch. Sleeps 5. Kermath	5,000
42' Ocean Racing Sloop. Built 1946. Gray	8,500
34' Gaff Head Cutter, built 1950. Universal	9,500
34' Seagoer Yawl. Sleeps 3-4. Atlas	9,500
45' Aux. Schooner. Gray power	9,500
37' Sloop, built 1946. Gray	10,500
47' Aux. Yawl. Built Fellows & Stewart. Gray	15,000
50' Aux. Schooner. Chrysler power	16,500
83' Aux. Schooner. Sleeps 10. Gray	28,000
104' Aux. Schooner. Atlas power	30,000
88' Steel Aux. Schooner, rebuilt 1950. Diesel	48,000
87' Steel Aux. Schooner. Alden design. Chrysler	55,000
112' Diesel Schooner—magnificent. Appt. only	85,000

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### CRUISERS

45' Cabin Cruiser, built by Seacraft. Packard	10,000
37' TS Cruiser, sleeps 5. Kermath	11,500
54' Cabin Cruiser, sleeps 6. 2 Hall Scotts	11,500
40' Cabin Cruiser, built 1946. Two Chrysler Royals	12,500
38' TS Cabin Cruiser. Built by Hunt 1947	15,000
37' Cabin Cruiser, built by Baltzer 1948.	
Two Crowns	15,000
42' Cruiser, built by Owens 1946. Two Crowns	15,000
47' Cabin Cruiser. Built Fellows & Stewart.	
Two Royals	17,500
45' Diesel Cruiser. Sleeps 7	18,500
38' Sportfisher, built by Cruizon 1951.	
G.M. Diesel	19,000/offer
83' Wheeler Diesel Cruiser. Two Grays	20,000
104' Stephens Diesel Cruiser. Built 1943	22,500
40' Matthews, built 1948. Chrysler	22,500
75' TS Cruiser. Completely equipped.	
Chrysler Royals	27,500
63' Wheeler. 2 G.M. Diesels, 4 double staterooms	25,000
85' Cruiser, built Fellows & Stewart. 4 Grays	27,500

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When writing for additional information, please refer to boats by listing number.

LISTING NO.			LISTING NO.		
635	53' Cruising Sloop	\$23,500.00	727	24' Bl. Sr. Knbt., Excel.	\$2,200.00
614	48' 8 Meter Converted Sloop	8,500.00	722	1934 26' Sr. Knbt.	1,770.00
646	46' PCC (shown by appt. only)		721	1947 26' Sr. Knbt.	2,300.00
641	45' Harreshoff Sloop (sleeps 7)	8,800.00	604	25' Semi-V Sloop	1,750.00
634	43' 6" Racing Sloop—new sails	4,800.00	720	24' Cruising Sloop, inbd.	1,750.00
613	40' 1948 Swiftsure Class	15,000.00	701	23' 1948 Star, trailer incl.	885.00
620	40' Cruising Sloop	10,000.00	707	23' Star, trailer incl.	600.00
628	40' 1946 Owens Cutter		708	23' 1949 Star	1,250.00
	equipped for Ocean racing	12,500.00	714	23' 1935 Star	950.00
602	39' Cruising Sloop	7,200.00	726	23' 1949 Star	975.00
645	38' 1949 Sloop	5,900.00	638	23' 1949 Star	1,175.00
608	38' Olympic Class New	12,000.00	639	23' 1951 Star	1,100.00
626	38' 6 Meter Racing Sloop	4,950.00	725	20' 1950 Blanchard Jr.	1,250.00
610	37' Converted 6 Meter	3,300.00	525	20' Lightning	1,000.00
618	36' 1948 Evergreen, inbd.	5,500.00	523	20' Blanchard Jr.	950.00
629	35' 1941 Cruising Sloop	9,900.00	622	20' Cruising Sloop	450.00
644	35' Converted R	4,650.00	636	18' 1946 Sloop	800.00
623	34' 1946 Rhodes 33, Ex. Cond.	4,500.00	723	18' 1949 Mercury	700.00
605	34' 1938 Sloop, inbd.	2,500.00	524	18' 1950 Flattie	500.00
609	30' Sloop, inbd., sleeps 4	2,250.00	532	16' Snipe	225.00
619	30' 1936 Cruising Sloop	4,850.00	520	14' International Dinghy	175.00
630	30' 1934 Motor Sailer	6,500.00			
729	26' 1952 Blanchard Sr. Knockabt.	3,600.00			
728	26' Jensen Knockabout	2,400.00			

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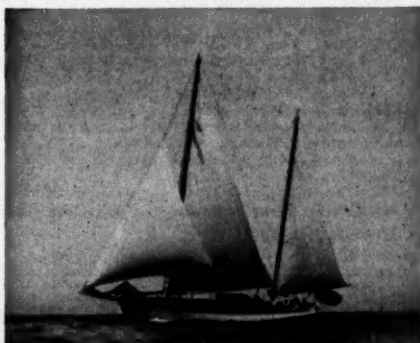
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1948 40' fast cruising Cutter. Inboard rig—all lines lead aft to cockpit. Teak decks, nylon sails, new overall covers. A beauty, with maximum comfort. \$14,500.

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40'—1949 T.S. Matthews Delux Sedan. Newly redecorated. Top condition. Over \$5,000 extra equipment, including hot water system, fluid heat, 50W radiophone, auto pilot, complete fishing equipment. \$25,000

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65' T.S. Diesel Yacht, 1400 M, cruising range, slips. 18	40,000
65' Fan tail livable family yacht. Fathometer. Asking	25,000
49' Fly Bridge Cruiser, dual controls, elect. ref.	25,000
42' T.S. Cruiser, 1947, lots of extras	24,000
40' 1948 T.S. Chris Craft Sedan, very clean, nicely equipd.	22,000
38' T.S. Hunter, ss radio, 2 dinks, bait tank, new chrome	11,750
36' T.S. Wheeler, sport fisher, newly refinished, lots of extras	8,500
34' T.S. Ashbridge Cruiser, Wonderful sea boat, slips. 4-8, extras	11,000
32' Sport Fisher, very heavily built, new Gray, 140 HP. Try	6,000
31' T.S. Owens, ss radio, full covers, very clean	7,950
30' 1949 T.S. Chris Craft Express, Navy top, elect. bait tank, excel.	11,500

### SAIL

32' Aux. Yawl, very well built, 2 suits excl. sails, Gray 37 HP, slips. 6	\$9,750
32' Block Island Cutter, full head room, slips. 4, good sails, Universal 16 HP	4,500
26' Aux. Sloop, 2 to choose from, popular CCC class	3,500
22' Aux. Crosby Cat, New sails, new cover, 20 HP Gray, slips 2, head 3,000	

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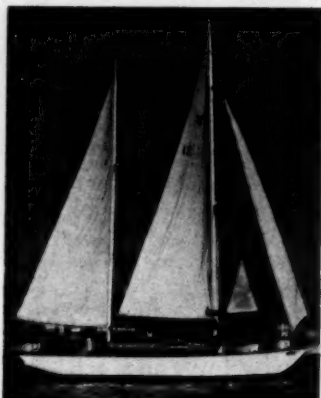
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17' Fairliner runabout, 125 hp Gray, clean.....	\$ 1,750	26' Luders 16, finest to be had, late number.....	\$ 3,000
17' Ventnor utility, cond. Xint.....	1,750	33' International one design, 2 suits sails.....	2,950
18' Gar Wood utility, Chrysler Crown.....	2,250	42' Aux. yawl, 2 suits sails, top condition.....	14,500
20' Chris Craft deluxe runabout.....	3,300	44' Island clipper, the finest of her class.....	16,500
24' Sport fisher, 104 hp Gray, galley, etc.....	2,800	67' Aux. schooner, diesel power, Xint. cond.....	40,000
26' Gar Wood twin screw cruiser, S-S, rad.....	4,800	83' Aux. schooner, one of most beautiful boats on Pacific Coast, asking.....	29,500
30' Hunter enclosed cruiser, S-S, rad., Xint.....	5,500		
30' Sport fisher, Gray 124 hp, S-S, rad.....	6,500		
32' Sport cruiser, sleeps 4, S-S, rad., aux. gen.....	6,500		
34' Richardson twin screw, S-S, rad., extras.....	9,250		
40' Elco cruiser, twin screw, like new.....	25,000		
47' Shane flying bridge, twin screw, extras.....	26,000		

At left — 41' auxiliary ketch designed by Hugh Angelman, built by Wilbo. Sleeps 6. Powered by a Gray 25 H.P. motor, 2 complete suits of sails. A buy—\$14,500.

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30 ft. Alden Design Sloop, Fast Sailer, Good Cond. Sips. 3.....	\$ 4,750.00
67 ft. Stone Schooner, 1951 Sails, Sips. 10, Ex. Cond.....	14,000.00
35 ft. Ketch, Bilt. 1946, Sips. 4, Nylon Sail, Perfect Cond.....	14,500.00
30 ft. Hanna Ketch, Ackerman Bilt. Clean, 1948 Sails.....	4,000.00
26 ft. Sea Bird, Bilt. Fellows & Stewart, 1 new suit Sails.....	2,800.00

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40 ft. Marco, 1952 Scripps V-12s, Auto Pilot, New furn. inside. Beautiful.....	\$27,500.00
30 ft. Owens, 1947 Motor, Sips. 4, Excellent Condition.....	5,500.00
24 ft. Sport Fisher, Gray 6-102, fast and clean, sips. 2, ask.....	2,850.00
28 ft. Truscott, Twin Screw, Chrysler Cr. 6-115, Sips. 4.....	4,500.00
27 ft. Fairliner, Bilt. 1948, 2 Chrysler Crowns, 6-115, 1 1/2 tol.....	8,800.00

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16' Lyman Islander, 60HP, radio, folding top.....	\$ 1,450.00
22' Chris Craft Sportsman, Chrysler Crown, very clean.....	2,400.00
23' Chris Craft Express, Chrysler Crown, radio, orig. owner.....	4,000.00
27' Elco 1947, Chrysler Crown, radio, ball tank, very clean.....	8,500.00
SPECIALS	
40' T/S Elco, 1948, '49 Royals, radio, aux. gen. elect, dinghy hoist, auto pilot, Wizard dinghy. Exceptionally clean.....	25,000.00
SAIL	
26' P I C sloop, Watts sails, Johnson outbd., loaded with extras.....	\$ 2,700.00
26' Aux. sloop, Teak decks, copper fastened, 16hp Gray, sips. 4, Sac.....	Offer
35' Aux. sloop, 52 Univ. 4-25, Watts sails '50, sips. 4, V & cond.....	8,500.00
39' Aux. sloop, Schock das. bty. '37, sips. 5, Teak-mahog. Orig. owner.....	10,000.00

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32' TS Hunter Deluxe Sedan, Sleeps 4.....	\$ 7,850
38' TS Matthews. Sleep 7, Beautiful.....	14,000
40' TS 1948 Baltzer Deluxe Sedan, Sacrifice.....	15,500
42' TS 1951 Chris-Craft, Flying Bridge, dual controls.....	29,500
42' TS Diesel Yacht. An outstanding vessel.....	45,000
63' TS 1947 Super Express Yacht. Very fast.....	35,000

### AUXILIARY SAIL

27' Cruising Yawl. Sleep 3, teak decks. Tops.....	\$ 4,400
28' Husky Cruising Cutter. Teak decks.....	6,500
33' Outstanding 1947 Ketch. Perfection.....	9,750
35' Smart Norwegian Sloop. Sleep 4. A buy.....	7,850
41' Angelman Ketch. Sleep 5. Real value.....	13,000
54' Alden Diesel Motorsailer. Owner wants action!.....	Offer

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42' Luders Cutter '48  
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#### POWER

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40' Diesel Conversion. 225 Gray. Sleeps 4. Radio	\$ 4,000
44' Twin Screw. Ashbridge. Sleeps 6. Extras	8,800
47' Twin Screw. Flying bridge. Sleeps 4. Teak trim. Extras	16,500
63' ACR Twin Diesel. Extras. Sleeps 14	30,000
90' Twin Screw Diesel Yacht. Built '46. Sleeps 10	75,000

#### POWER

30' Express—South Coast—Crown. Sleeps 2. Top marlin boat	8,500
26' Owens' 50 Sedan. Radio, Belt tank. Covers	5,000
26' Diesel Sportfisher, sleeps 2. Radio, lots of chrome	3,900
32' Sportfisher. Kettlenburg. Crown. Radio. Direction finder	4,250
28' Jaffries. Kettlenburg. Radio. Sleeps 3. Custom built '50	7,950
24' Truscott. Sleeps 2. Radio. Covers. Ace	3,800
38' Sportfisher. Sleeps 4. Twin 225 Scripps—25 knots	15,000
33' Owens Sedan. Every extra. '46 Twin Screw	10,000
46' Twin Screw Stevens. '47. Custom extras. Flying bridge	34,500
34' Higgins '47 Twin Screw. Pilot. Radio. CO2. Extras	8,500
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18' Mercury class sloop. Trailer and cover	825
20' Sloop. Galley. Sleep 2 on airfoam	1,650
24' Sloop. '41. Sleep 2. Lawson 5 HP	2,750
24' Blanchard Sloop. '47. Head. Sleep 2	2,490
25' Gypsy Sloop. '49. Universal 25 HP. Sleep 2	1,500
25' CCC '38. New sails. Gray 25 HP. ready!	3,975
25' Aux. sloop. Follows & Stewart '37. Nylon sails	2,500
28' Husky cruising sloop—'39. Karmath 25 HP	2,500
32' Int. 22 Meter. Mahogany plank. Excellent equip.	4,000
32' Dunnigan by Dracraft '47. Sleep 4. All equip.	9,500
46' Calif. #32. Follows & Stewart '37. Watts sails	22,500
30' Seafarer aux. sloop, slips. 4	3,975
32' Schooner, slips. 4	7,500
24' Seabird Yawl. Universal 4. Head and galley	1,600
40' Aux. Yawl. Scripps 25 HP. Sleep 5	Offer
44' Luders Yawl. '50. Buda 25 HP. Ralsey sails	35,000
30' Collin Archer	6,750
30' Tahiti Ketch '45. Mahogany planked. New sails	6,250



New 26' Seacraft..... Offer



36' Harroshoff Aux. Ketch '47  
Sleeps 2, has hold, fine performer  
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34' Angelman ketch '46. Gray 4. Sleeps 7	14,850
44-38 ketch '49	5,800
40' Atkin Ketch. 2" mahogany hull. Extras. Sleeps 6	Offer
32' Schooner. Universal 45 HP. SS rig. Sleeps 4	7,500
45' Aux. Schooner. Gray 62 HP. Sleeps 4	8,500
80' Alden Schooner. Diesel. New rig and sails	25,000

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83' schooner, new sails, excellent for charter or long cruise. Want offer.	40' Diesel cruiser.....\$4,000
34' aux. yawl, bit. '40, husky \$9,500	37' T.S. cruiser, perfect.....Try 9,000
28' aux. sloop, clean.....3,500	28' Cruiser, 1952 model.....4,000
26' aux. ketch, bit. '47.....2,750	30' F & S T.S. cruiser.....2,250
20' aux. sloop.....450	25' cruiser, S. to S. radio.....1,950
	28' T.S. sport fish cruiser.....1,400

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27' Chris Craft Cab. Cr. 115 hp. Chrysler	\$ 6,700
30' Drake, bit. 1950. Crown	7,500
38' Hunt 1948. T.S. Crowns, clean, extras	15,000
40' Matthews T.S. Packards, 150 hp, loaded	22,500
63' A.V.R. T.S. Diesel, teak decks	25,000

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New engines less reverse gear, cheaper than overhauling your old engine.	\$ 550.00
Direct drive	750.00
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Used and Rebuilt marine motors, gas and diesel.  
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12 V. 15 Amp. G.M. Generators (Why not carry a spare?)	20.00
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22 V. G.M. Starters (Why not carry a spare?)	100.00
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New factory built jeep conversions with Joe's gears.	570.00
Jeep and other conversion parts.	

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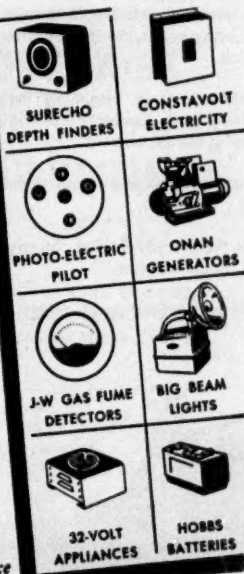
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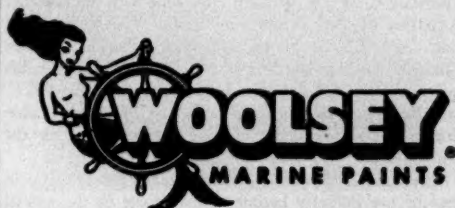
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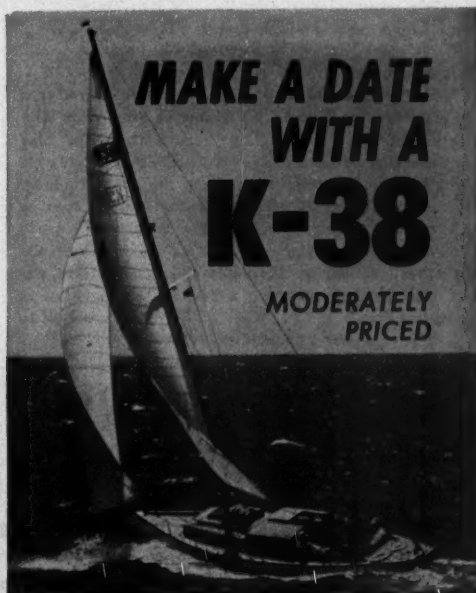


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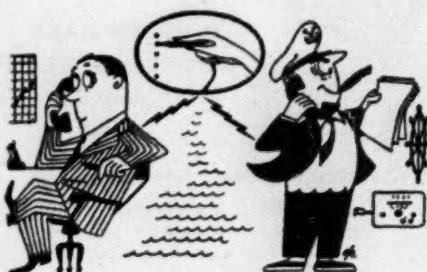
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### A LOOK AROUND SAN FRANCISCO

(Continued from Page 28)

much to its success.

"White wins in white wings" competition, is rather a tongue twister but it does tell the story of Bob White winning in the Star Boat final on August 4th in the Blue Star elimination series that had been held off of the Marina during the summer months. Bob won the last race of the series but the series themselves had been already won by Pat Patterson, with a total of 40 points. It was not necessary for him to even compete in the last race. White was second with a total of 36 points and Schoonmaker was third with his Jade amassing a total of 33 points.

The San Francisco Yacht Club of Belvedere was host to

the bay fleet in their annual San Francisco regatta held on August 9 and 10. It was a two day battle for the skippers and there was much hot competition during the entire two day struggle. Those to chalk up a double win were the *Blue Peter* sailed by Max Benkert, Commodore Paul Silver of the Host Club with the *Kodiak* in division 14 and Vice-Commodore Chris Gasarich in the *Pagan III* in the Windward Class, Dr. William Holcombe with the *Landfall* in division 11, Bob Byxbees in the *Lui Wor* in the Teak Lady Class, Claude Simps' *Salema* in division 7, John O'Brien's *Music* in the Star Class, Emory Wehn with his *Coboe* in division 9 and Mrs. Dennie Barr with her P.C.C. speedster, the *Mickey* in division 8-A. All of these double winners knew they had plenty of competition after the race was over.

Once again on August 17, the windjammers lined up in front of the Berkeley harbor to participate in the annual Berkeley Yacht Club Regatta. This time it was Rene "Ship" Allemand, the sailing Frenchman who stole the show with a 12 minute victory with *Tabu II* in division 17. He defeated his rival Angelo Caesar's *Amba* after having to watch the *Amba's* stern in the early season races. The closest tussle reported in the regatta was in the Golden Gate Class where Lou Flagg brought his *Impulse* into a 22 second win over Walter Lunardini's *Fun*. Some of the other winners were the *Debit* in division 8-B, *Towhee*, division 14, *Four Seas* in division 15, *Saint Francis III* in Rhodes 33 Class, *Bear Cap* in the Bear Class, *Lucky Junior*, Clipper division, *Harpoon* in 210 Class, *Hoyden* in the Hurricane Class, *Skylark* in the Bird Class and the *Abfui* in the Star Class.

### SMALL BOAT DOINGS . . .

The little fellows are still going at a great pace and every week-end sees them trailing their boats off to a new spot for more competition. On August 3, fleet assembled at Corinthian Yacht Club small boat regatta on Racoon Straits, Belvedere Cove. The Encinal Yacht Club of Alameda came to the front to take the Snipe Class from the Lake Merritt Sailing Club. Rod Pimentel sailed his *Dagmar* into first position with the Dorwood Henderson with the *Shanghai Express* close behind and G. A. Pritchett in the *Kbara* bringing up third place to completely blank the Lake Merritt Sailing Club skippers.

The Oakland Estuary was the scene of the jointly sponsored Small Boat Racing Association Regatta, which is held under the auspices of the Marine and the Aeolian Yacht Clubs. Aeolus, the patron saint of the Aeolian Yacht

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—Rex Combs photo

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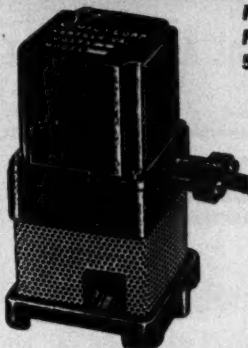
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Club, and the God of winds, blew light in the morning but puffed out his cheeks with authority in the afternoon. Both the light and the heavy wind skippers were able to show their ability in the two races held under ideal conditions for each side.

The San Francisco Yacht Club sailors are still talking about their McNear's point cruise which they found to be great fun and will probably convert into an annual affair.

At Palo Alto, the Yacht Club has been a busy place during the month of August with something doing every week-end. However, some of their members were able to get away for some cruises through the Delta land.

It was reported by the Sequoia Yacht Club that the four south bay yacht club rendezvous the 23rd was a great success. The host club put out a great effort to make facilities available and to make sure that all visitors enjoyed themselves. This is the one get-together of the south bay fleet and appears to be established as an annual affair for the future.

### SEATTLE'S SEAFAIR

(Continued from Page 29)

Jocke, Jr. Miscellaneous Class, *Sub Deb*, Pete McTavish; *Tisasin*, Bob Sommer; *Pinafore*, Holmes. PC Class, *Olympian*, P. Schmidt; *Karen*, Hostetter; *Velero*, G. Miller. Dinghies, *Mike Frigate*, Paul Morris, *Muffin*, B. Stevens; *Little Jet*, R. Ormsbee.

Sandwiched between the three heats of the Gold Cup Races were contests for inboard limited and smaller speed boats. Though overshadowed in spectator interest by the Gold Cup monsters, some of these smaller craft hit speeds of over a mile a minute.

Ollie Prather of Arcadia, Cal. won the 10-mile event for 226-cu. in. Class inboard hydros in 9m 8.24 s. with Tom Close of Spokane second. Ernie Bender placed third. Others who placed were: 225 Cu. In. Class, *Wee-To*, Dick Hallett; *Restless III*, Art Maynard; Jess Wayne. 135-Cu. In. Class, *Skippy*, John Corea; *Ric-O-Shay*, Bill DuGramut; *Joey II*, Fred Galante. 48-Cu. In. Class, *Low-Kay*, Lou Meyer, Jr.; *Little Racket*, Jack Colcock; *Peggy*, Vic Klette.

Winding up the speedboat events of the Seafair on a high note, limited inboard and outboard drivers established eight world records in the mile speed trials on August 10th.

A quiet, smooth Lake Washington contributed to the skippers' efforts, hardly a ripple marring the surface of the lake. World's records were as follows: B Stock Hydros, Clayton Fox, 53.3215 mph. D Hydros, Jack Leek, 69.739. AU Hydros, Jack Leek, 47.3976. C. Racing Runabouts, Art Pierre, 62.4795. C. Racing Hydros, Art Pierre, 65.084. 48-Cu. In. Victor Klette, 82.435. 135-Cu. In. Eddie Meyer, 99.483. 225-Cu. In. Art Maynard, 100.029.

Because of the heavy damage suffered by the boats in the Gold Cup race, the contest for the Seattle Seafair Trophy had to be cancelled. Jerry Bryant, Chairman of the Seafair Committee, announced the decision on the evening of the Gold Cup race, as the other event was scheduled for the next day. Race rules stipulated that a minimum of four boats must be at the starting line of the Seafair Trophy race and only two of the unlimited hydros were still in running condition.

Pat Cummins won the 100-mile outboard Seafair Marathon in the unlimited class over an extended course on Lake Washington. Cummins' boat was equipped with a Model P. O. Johnson service engine. Other winners were:

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*the Amcco Log*

AMCCO launched U.S.S. Dash, AM-428, the first of five 165-foot minesweepers on its current shipbuilding program on September 20. This vessel was christened by Mrs. Douglas McKay, wife of the Governor of Oregon.

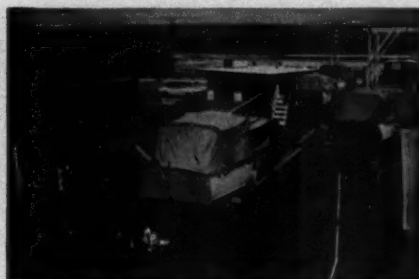
Dash was not the first vessel on the Coast to be launched but we believe that the ship was more complete at the time of launching than any of those launched earlier.

While of itself no criterion of speed of ultimate completion, still the launching is perhaps the most tangible evidence of progress and is perhaps the most encouraging event short of delivery of the ship that occurs during its construction.

★Our friends in shipbuilding and otherwise are again reminded that the AMCCO LOG, is once again in publication and all those who are interested in AMCCO activities will gladly be placed on the mailing list upon request.

Look for next month's Amcco Log

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The Corinthian Yacht Club of Seattle contributed its share to the Seafair by staging the third of its Wednesday night summer races on August 12th. A total of 119 sailboats came out and were spread all over the lake in a gusty breeze.

First place winners were: Knockabouts, *Vinta Gray*. Div. II, *Butterfly*, Lygnes. Six-Meter-Evergreen, *Lulu*, Watt. PC, *Olympian*, Schmidt. Racing X, *Intrepid*, Dale. Flatties, *Endeavor*, Pratt. Utility, *Pinasfore*, Holmes. Stars, *Dariabar*, Taylor. Dinghies, *Mike Fright*, Morris. 110s, *Wild Flag*, Chadwick. Lightnings, *Sub Deb*, McTavish. Mercuries, *Vertner*, Crumb. Olympic Cubs, *Leilani*, Kohan. Div. II, *Panacea*, Reeves.

## HOW THE SPEEDBOATS ARE FARING

(Continued from Page 31)

### 48 CUBIC INCH HYDRO

Place	No.	Driver
1st	Denton Denny	Oakland
2nd	T. G. Tyee	Chula Vista, Calif.
3rd	Victor Klette	Norwalk, Calif.

### 136 CUBIC INCH HYDRO

1st	37-S	Tom Caldwell	San Mateo, Calif.
2nd	8-S	Howard Colon	No. Sacramento, Calif.
3rd	7-S	Woody Brown	Oakland, Calif.

### PACIFIC ONE DESIGN HYDRO

1st	0-24	Dr. L. J. Novotny	Los Angeles, Calif.
2nd	0-30	Edward "Bill" Jagger	Oakland, Calif.
3rd	0-32	William Cook	San Jose, Calif.

### CRACKER BOX

1st	0-2-P	Bob Patterson	Van Nuys, Calif.
2nd	32-P	Wendell Tucker	Folsom, Calif.
3rd	28-P	Dave Hyman	Modesto, Calif.

### B RACING RUNABOUT

1st	1-B	Willie Miranda	Los Banos, Calif.
2nd	21-B	Harold Coehle	Merced, Calif.
3rd	50-B	Dick Overpack	San Leandro, Calif.

### E RACING RUNABOUT

1st	48-E	Ed Fletchall	Long Beach, Calif.
2nd	11-E	Lloyd Morgenson	Modesto, Calif.
3rd	80-E	Jack Hanson	Hercules, Calif.

### 135 CUBIC INCH

1st	40-A	John Corea	Coalinga, Calif.
2nd	6-A	Buddy Holloway	Oakland, Calif.
3rd	8-A	F. T. Elliott	Visalia, Calif.

### 225 CUBIC INCH

1st	10-N	Richard Hallett	Downey, Calif.
2nd	20-N	Joe Quintel	Oakland, Calif.
3rd	17-N	Jessie Wayne	Turlock, Calif.

### SERVICE RUNABOUT

1st	8	Bill Ardeny	Oakland, Calif.
2nd	9	Len Graditi	Oakland, Calif.
3rd	5	Olen Miller	

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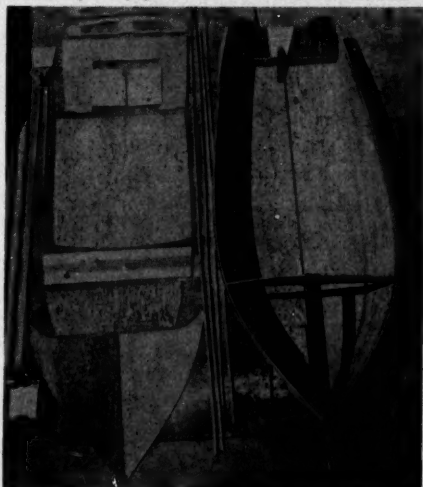
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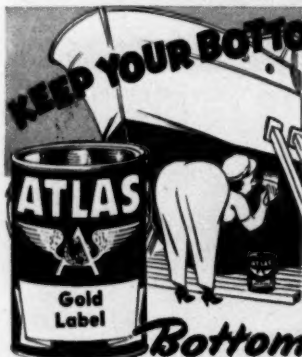
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## CORONADO—SAN DIEGO

(Continued from Page 32)

and will give Peter Gray of the Mist some competition.

A new addition and a large one at the Club slips is the *Varuna*, 80 foot schooner belonging to Mr. and Mrs. Dean Kennedy who are new members.

Since our Junior Yacht Club is growing by leaps and bounds the Board of Directors have appointed Earle Childs and Al Laing to give some lectures to the young yachtsmen on sailing, Yacht Club etiquette, courtesy and yachting in general. These lessons have been well attended bi-monthly and will do a great deal of good towards building the Juniors into better yachtsmen.

An addition to the handicap racing fleet is the *Jannita*, 26 foot sloop which owners Lt. and Mrs. Richard Diaz trailed here from Connecticut. She is a sleek looking little craft and will be quite active in the racing program according to the Diaz'.

In writing of the activities at Coronado Yacht Club one has to let a little of the social program seep in occasionally or a true picture has not been drawn. There is a large dinner party each Saturday night with a different committee and a different theme. We've had everything from Hawaiian Nights, Mexican Nights to a big birthday party in celebration of the Club's 20th birthday. The latest one was a "Come as a Uniformed Person" and that brought down the house with uniforms of all walks of life, including moth holes. We're sure we went back at least to Napoleon and Cleopatra. Anyway it is all fun and gives us a chance to plan more and more races and go over the ones just sailed.

TEDDY ACKERMAN

## S.D.Y.C.

COMMODORE GORDON FROST and Race Committee Chairman Russell Adams will receive a reward in good sport, for their hard season's work in the Commodore Appreciation Race at Win'ard Yacht Club October 4.

The P.C.C. fleet will stage their overnight race-cruise to the Coronado Islands for the Cary Trophy, on the same weekend.

P.C.s will initiate their Powder Puff Series on the 12th, with Alice Washington defending champ, sailing *La Cucaracha*.

Stars complete their Fall Series on the 12th and invite Starlet skippers to race their boats on the 19th, while One-Tenners close the Driscoll Series on the former date and sail the Crew Series on the latter.

Penguins sail their Fall Series on the same two dates. The Starlet class finish the Round Robin Series on the 5th.

The Williams Cup Handicap on the 26th will wind up the month's sailing, with the McClintock Trophy for cruising boats an additional feature of the race.

*Marlin Goldrush*

At least 25 marlin were weighed in at San Diego August 30th.

In the latter part of the month Leonard Gustafson had a

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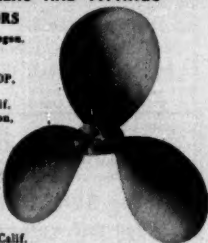
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trying experience with one of the sword-fish. With one aboard, he hooked up with a second, which towed 24 foot *Gusty* astern with such speed that she filled alarmingly through her scuppers. Leonard had to cut the fish loose and pump bilges for dear life. Well, that's the way I heard it! Don't call me Munchausen.

Although Frank Naso has been making the old school try and boating a lot of fish, he hasn't had last year's luck, so far with the prizes. It looks like J. A. Ogle may be this year's champion angler here. The 232 pound marlin (Aug. 25), 31 pound albacore (July 13) and 33 pound white sea bass (June 15) which he has brought aboard *May Dee* are at this writing, tops of their respective species.

Glen Simmons' 32 pound 4 ounce Yellowtail, caught aboard *Salty* July 27 is largest of its kind, to date.

Helen Berny, of *Lagosta Too* weighed in an 18¾ pound dolphin July 15 while Charles Wright of the *Prowler* caught an 11 pound 3 ounce bonita which is still largest.

Wayne Fisher was tooling along off the point July 30 when he ran into the biggest school of barracuda seen for some time. His bonanza catch included a 9 pounder which still takes the prize.

#### August Winners

Phil Muir, sailing *Skidoo*, won the Starlet Summer Series August 3rd. Reid Gustafson (*Ala Blanca*) and Joanne Albrecht (*Firecracker*) sailed off a tie for second, with Gustafson winning. In the crew's series Jan Gustafson walked off with top honors, with Larry Davis (*Skidoo*) and John Bates (*Firecracker*) following.

Milt Wegforth, of *Paula*, won the Fox Trophy for P.C.s with three firsts. Chick Rollins, sailing *Jade* finished in second place and Jack Bone's *Skylark* was third.

Dick Lough's *Caprice* won the 110 Marina Trophy Series. Bill Shultz' *Flying Wing* was second and Tom Jenkins' *Dubloon* third.

The Penguin Ladies Series was won by Melba McCormack, in *Flipper*. Barbara Sinnhoffer, in *Anauk* was second by ¼ point and Marion Winters, sailing *Pam*, third.

Frank Wyatt, in *Aeolus*, won a well-deserved first in the Blue Star Championships at Balboa August 16 and 17. The long and faithful application of Wyatt and his crew, Andy Bofinger, paid off. San Diego's Lowell North (*North Star II*) tied in points with George Fleitz but stood in third spot.

#### Stars Labor Day Invitational

In the August 30 Pacific Coast Star Team Races, at S.D.Y.C., a Newport Harbor team, of Dick Hahn, Bill Boland and George McRoberts defeated trios from San Francisco and San Diego. John Amberpatch, John O'Brien and Howard Rogers placed second for San Francisco, leaving Lowell North, Hank Callahan and Frank Wyatt of San Diego in the cellar.

San Diego Stars' Labor Day Invitational (Aug. 31-Sept. 1) brought 20 boats to the ocean course starting line. Malin

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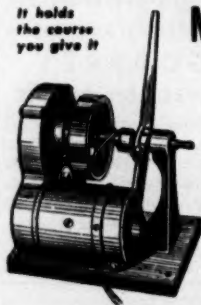


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Burnham won the 3-race series for San Diego, sailing *Sapphire*. Lowell North's *North Star II* was second and George McRoberts of Balboa Y.C., third. John O'Brien, of St. Francis Y.C. finished 4th and John Ferrier, sailing *Lucky* for Newport Harbor Y.C., was 5th.

#### Catamaran Launchings

Member Ben Pitman launched a new 20 foot Catamaran, named *Cheetah*, August 30 at the Club. The craft has flatie-type hulls, built to plane. For this reason, the owner-designer has called it a "Cataplane." As in all new designs, the boat presented her owner with a few "bugs" to iron out, but Pitman seemed very pleased with her basic performance.

J. J. Szakacs launched a 16 foot catamaran the same day. With the trade name *Seacat*, this model was delivered to Dr. E. M. Hayes. Five of the twin-hulled craft were reaching around the yacht basin during the weekend, giving a hurried look to the sedate business of sailing.

In team races for the Commodore Pirie Trophy S.D.Y.C. juniors squeaked through with a three point lead in Starlets on their home grounds but were unable to overcome a 42 point shellacking in Sabots which M.B.Y.C. kids had administered the week before.

Flash! Ash Bown has purchased *Nansu* from Al Busche. Good sailing! The Dudley Williams have had a sad parting with *Janley*. She has been sold up the line.

C. R. LADOW

### DEVELOPMENTS AT POINT LOMA

(Continued from Page 33)

There the Coast Guard will have its headquarters and there too will be stationed San Diego's two port pilots.

The newest addition to the recreational facilities of Point Loma and Shelter Island—the Marlin Club's new waterfront home and weighing facilities and landing pier. In the background are the new slips of the anchorage established by Kettenburg and Underwood on Shelter Island. To the left of the Marlin Club is the new Standard Oil marine station managed by Kenneth Baker.

Point Loma today, with Shelter Island serves as a protective breakwater for the yachts moored in the Municipal Yacht Basin. On the Byron Street Mole which joins the mainland to the Island, have been established many marine services of interest to pleasure boat owners and visitors to Point Loma: Driscoll Brothers Boat Works, Mauricio & Sons boatyard, Standard Oil Marine Station, the Marlin Club of San Diego, Herbert Sinnhoffer, sailmaker, Eichenlaub's Yacht and Marine Service. H. G. McKinney and Ken Wilson of Newport Beach will soon build a display room, shop and landing for Chris Craft sales and service at a site near the San Diego Yacht Club. The long, narrow shelter Island gives ample space for construction of slips under the jurisdiction of the Harbor Department of San Diego.

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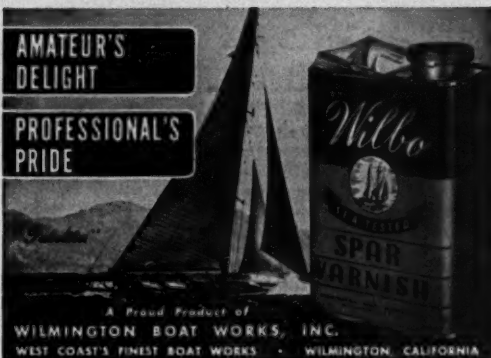
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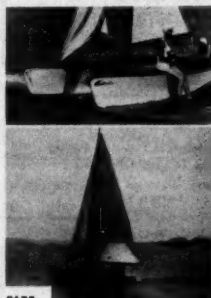
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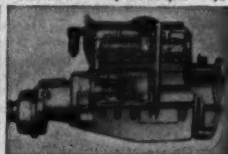
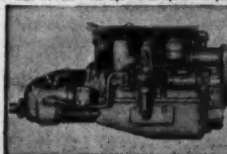
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